

ALL HANDS

A full-page photograph serves as the background for the magazine cover. It depicts a diver in a black wetsuit and a red and white scuba tank, captured mid-air as they jump into a body of water. The diver is positioned in the lower half of the frame, with their body angled towards the left. The water is dark and shows a splash of white foam where the diver is entering. In the background, a large, multi-story industrial building with a flat roof and several windows is visible. The building is light-colored, possibly tan or beige. To the right of the building, there are some structures that look like cranes or lifting equipment. A few people can be seen standing on a pier or walkway in the distance. The sky is overcast and grey.

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JANUARY 1976

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ALL HANDS

MAGAZINE OF THE U. S. NAVY—53RD YEAR OF PUBLICATION

JANUARY 1976

NUMBER 708

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Left: Navy Birthday—In observance and celebration of the Navy's 200 years of service to the nation, President Ford participates in birthday ceremonies on 9 Oct 1975 at the Washington Navy Yard. As the Ceremonial Guard marches by in the foreground, the President stands flanked by Secretary of the Navy J. William Middendorf II, left, and by Chief of Naval Operations Admiral J. L. Holloway III, right. At the far left is RADM Ralph H. Carnahan, Commandant, Naval District Washington, and far right, Seaman Steven Dunn, representing the youthful Navy of the future. Photo by PH2 Terry Mitchell, USN.

Front Cover: A member of the Pacific Fleet Combat Camera Group is captured on film striding through the water. Photo was taken by fellow diver PH2 Pete Romano.

BACK COVER: A member of the crew of USS Mount Whitney (LCC 20), Edward L. Anguiano, hoists a replica of the original Navy Jack at Norfolk, Va. The Continental Navy Jack was reinstated for the 200th birthday of the Navy on 13 Oct 1975, and it will continue to be flown through December 1976 as part of the Navy's and the Nation's bicentennial celebration. Photo by PH2 M. Lee Dumond, USN.





Mobile Logistic Support Force

AUXILIARY SHIP NAVY

When the Naval Surface Force for both the Atlantic and Pacific Fleets was formed in January 1975, one of the type commands consolidated under this new title was the Navy's Service Force. Consolidation, however, did not change the role of this vitally important logistic support force. Its mission still remains that of providing goods and services to the men, ships and aircraft of the fleet.

The core of this force is a group of underway replenishment ships especially designed to transfer cargoes of fuel and supplies. Coupled with today's vertical replenishment by helicopter, replenishment has been perfected to a speedy but precise procedure for supplying the fleet with the "beans, bullets and black oil" necessary for sustained operations.

The following roundup is based on a review of the evolution of the Auxiliary Ship in the U. S. Navy, made available by the Naval Sea Systems Command, along with recent developments in their design.

Evolution

In early days, ships were restricted in their operations by the requirement for supplies from shore. Initially these supplies were simply food and fresh water, especially fresh fruits and vegetables which spoiled rapidly aboard ship but were vital to health. Periodically a ship would have to call at port or even a deserted beach for such supplies. Cruises without stops were often sagas of deprivation.

Reports of Lord Horatio Nelson and his contemporaries in the Napoleonic Wars revealed again and again how dependent squadrons were on store ships bringing supplies to British men-of-war on blockade or

preparing for battle. The situation worsened with application of steam propulsion to warships. Now they were dependent upon replenishment of coal, as well as fresh water, food and munitions.

By the beginning of the 20th century, this requirement for fuel became a major consideration in all operations, as evidenced by the Great White Fleet's cruise around the world in 1907-1908. Because of the Navy's scanty supply of resources, almost three-fourths of the coal needed to fuel the 16 battleships was supplied by foreign sources. Even in San Francisco Bay, the fleet had to receive coal from British and Norwegian ships and contractors.

Ammunition was also a problem. At Manila Bay in 1898, Commodore Dewey closed to a range of 5000 yards from the Spanish ships before ordering Captain Gridley to "fire when ready." He did so because he couldn't afford misses; there was no nearby source of ammunition to resupply the U. S. ships.

To fulfill these supply requirements, as well as the need for repairs and other services, navies often have used other ships to provide support to warships. In the sailing era, when requirements were only fresh water, food and sometimes munitions, auxiliary ships were most often merchant ships pressed into service when needed. As steam and rifled guns were incorporated into warship design, more specialized auxiliaries were required, including coal ships or "colliers" and ships that could store and handle bullets and powder bags that replaced round shot and kegs of gunpowder.

These auxiliary ships were incorporated into navies and began accompanying warships to sea on long-range exercises or rendezvousing with them at predetermined locations. Then the collier would pull alongside the warship and, with both ships at anchor, begin the laborious and dirty task of transferring sacks of coal.

In 1899, an operation was performed that could possibly be termed a historical "first." The Navy battleship

Left: The ammunition ship USS Kiska (AE 35).

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Massachusetts was coaled in rough weather from *Marcellus*, with the battleship towing the coal ship some 300 feet behind. A trolley to carry coal sacks was rigged between the two ships and, during an 80-minute operation, 80 loads of coal were transferred as the trolley was operated by sailors heaving on lines.

The relatively leisurely operations of the U. S. Navy early in the 20th century provided little requirement for underway replenishment. However, American sailors gained more at-sea experience. Fuel oil, which could be transferred more easily, replaced coal.

On 6 Apr 1917, the United States entered World War I. Its first assistance to the allies was assignment of destroyers to the British fleet to help combat German submarines. To provide necessary mobile refueling services for these destroyers, the U. S. oiler *Maumee* was sent into mid-Atlantic, about 300 miles south of Greenland and about halfway between Boston and Queenstown, Ireland.

With the then-Lieutenant Chester W. Nimitz as executive officer and chief engineer, *Maumee* initiated underway replenishment techniques now common practice in the Navy. Lines were passed between the oiler and a destroyer steaming about 50 feet away. At least two heavy rubber fueling hoses, about four inches in internal diameter, were passed to the destroyer and connected to deck fittings. When all was ready, *Maumee* began to pump fuel, an operation that required about two hours from the time the destroyer approached the oiler until she cast off lines after her tanks were full.

During fueling operations, hoses were kept clear of the sea between the two ships by a wooden "saddle" suspended from cargo booms on the oiler. These booms also were used in passing supplies in cargo nets and personnel back and forth between ships. Gasoline and fresh water also could be handled by hoses from the oiler to destroyers. In the first three months of the war, *Maumee* refueled 34 destroyers crossing the Atlantic.

Before the outbreak of World War I, a number of specialized auxiliary ships were developed. Destroyer tenders were placed in service to provide maintenance, as well as spare parts, torpedoes, ammunition and other materials to the then-small destroyers. Similarly, submarine tenders supported submarines, with both auxiliary types also affording "big ship" personnel facilities such as medical services, legal counsel and spare accommodations for the smaller craft. In addition, repair ships had a number of wood and metal working shops, cranes and other facilities for major repairs.

After World War I, the categories of auxiliary ships, generally referred to as the Fleet Train and Base Force, were increased. Ammunition ships for carrying munitions in constant-temperature storage holds, sea-plane tenders for serving aircraft and store ships for providing the fleet with refrigerated and dry provisions were added. Virtually all these ships in the pre-World War II era were converted merchant ships. In addition, the fleet had tugs, submarine rescue ships, transports and general cargo ships, plus a few experimental and survey ships.

As omens of another world conflict increased in the

late 1930s, the United States undertook major naval construction programs. In addition to battleships, carriers, destroyers and submarines provided under this effort, the Navy began construction of several large, specially designed auxiliaries, including *Dixie*-class submarine tenders, *Vulcan*-class repair ships and *Fulton*-class submarine tenders. As built-for-the-purpose ships, they had much improved facilities over the generally smaller merchant-type auxiliaries.

With the start of World War II, the U. S. Navy rapidly doubled in size, then tripled and continued multiplying. Hundreds of merchant ships were acquired for conversion to auxiliary roles of every description and hundreds of additional ships were built for auxiliary roles.

New types appeared on the auxiliary lists:



Above: The replenishment oiler USS Kalamazoo (AOR 6). Below: The ammunition ship USS Shasta (AE 33) provides underway



- Tenders for motor torpedo boats.
- Cargo ships for carrying antisubmarine nets and net-laying ships to tend the nets.
- Gasoline oilers to carry aviation fuel and gasoline.
- Self-propelled barrack ships to berth and feed landing craft crews.
- Salvage ships.
- Water distilling ships.
- Stores-issue ships that carried spare parts and other supplies.
- Repair ships for engines, battle damage, landing craft and aircraft.

Within existing auxiliary categories, there were often subclasses, such as destroyer seaplane tenders converted from old destroyers (designated AVD) and small seaplane tenders (AVP), in addition to the larger, full-



replenishment to USS Enterprise (CVN 65) as the frigate USS Bagley (FF 1069) moves into position for replenishment.



size logistical support ships (AV).

By war's end, the Navy also had several hundred experimental, training, fuel and cargo ships carried under the miscellaneous (AG) and unclassified auxiliary (IX) designations for a total of approximately 1800 auxiliary ships. Besides these, several small escort aircraft carriers and merchant cargo and fuel ships were employed in naval auxiliary roles.

Auxiliary ships of World War II operated in virtually every war area where U. S. warships operated. At bases along both the Atlantic and Pacific coasts of the United States, these ships provided repairs and support for all classes of warships. In the Atlantic, auxiliaries refueled warships sailing for Europe and then provided advanced base facilities as the Allies captured ports in North Africa, the Mediterranean and, finally, on the coast of Western Europe.

In the Pacific, the U. S. Navy had lost its overseas naval and air bases in the Philippines and Guam during the early Japanese advances. As U. S. fast carriers struck out across the Pacific in the dark days of 1942, they were accompanied by oilers. Periodically they also rendezvoused with other auxiliaries that provided replacement aircraft, munitions, provisions, etc.

As U. S. forces went on the offensive, auxiliary ships established advanced bases at Ulithi, Eniwetok, Guam, the Philippines, Manus and Okinawa as those areas were taken from the Japanese. These advanced bases, coupled with underway replenishment ships, permitted warships to remain in battle considerably longer than would have been possible had they needed to return to the U. S. west coast, Hawaii or Australia for support and supplies.

An example of these sustained operations occurred during the Okinawa campaign when one carrier task group (normally three or four carriers, plus supporting warships) set a record of 79 days at sea, 52 of which were in combat. The task force flagship, the aircraft carrier *Essex*, steamed more than 33,865 miles in that time, a distance equal to almost one and one-half times around the world at the equator. The fuel for this record operation was provided by underway replenishment from oilers.

Essex was but one of 18 U. S. fast carriers that participated in the Okinawa campaign, along with numerous escort carriers, battleships, cruisers, destroyers and smaller warships. When these vessels and the auxiliary ships returned to the Western Pacific advanced naval bases they were greeted by scores of other auxiliary ships, including repair ships, tenders, hospital ships and more replenishment ships.

When World War II ended, the entire U. S. Navy was reduced severely in size, with auxiliary ships being cut back proportionately. With eruption of the Korean War in 1950, however, the Navy was again rapidly expanded to meet requirements of another conflict that was largely a sea war. The Navy activated a large number of auxiliary ships that had been mothballed after World War II. Some of these ships had seen little or no service then, so they were quite suited for servicing the Korean War-era ships.

It was also during the 1950s that the U. S. Navy established major fleets in the Mediterranean (designated Sixth Fleet) and the Western Pacific (Seventh Fleet), each with some 30 to 50 combatants, including amphib-

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ious ships and auxiliaries. Most of these deployed ships were based on the U. S. Atlantic and Pacific coasts and rotated duty in the Western Pacific and Mediterranean. Thus, other ships were operational in those ocean areas for training, exercises and operational commitments. All required the support of auxiliaries.

Larger Replenishment Ships

This increase in operational U. S. naval strength required additional and larger auxiliary ships in the replenishment categories.

During the 1950s, the Navy constructed six large oilers of the *Neosho*-class, ships that could carry 180,000 barrels of fuel oil or 25 to 40 per cent more oil than the standard Navy oilers of war construction, and at slightly faster speeds. These were underway replenishment (UNREP) ships, as were the five *Suribachi*-class ammunition ships and two *Rigel*-class refrigerated store ships, also constructed in the mid-1950s. These latter ships also were larger and faster than their predecessors. Improved methods of replenishing warships while underway were provided in the design of these and later auxiliaries.

During the same period, four comparatively large tankers were built for the Navy's Military Sealift Command to transport fuel oil from port to port. These ships normally do not replenish warships, but fill oil storage tanks at advanced bases and Navy oilers in overseas areas.

Two other point-to-point carriers of unusual design were constructed for Military Sealift Command at the same time, the dock cargo ship *Point Barrow* and the roll-on/roll-off cargo ship *Comet*. *Point Barrow* resembles Navy dock landing ships, being provided with a floodable docking well in the after part of the ship. Landing craft and cargo barges could be carried, being floated in or out by ballasting down the ship's stern and flooding the docking well. *Comet* is a large "floating garage," a merchant ship with space for some 700 vehicles in her cargo holds, with ramps and side doors for vehicles to load and unload rapidly while the ship is alongside a pier.

By the late 1950s, several technological innovations were taking place in the Navy that would affect auxiliary ship design and operation. Automatic data processing equipment employing computers and helicopters was being put to increasing use. Data processing equipment permitted tenders and replenishment ships to determine more rapidly availability and location of materials, especially the myriad spare parts they carried. Thus, the auxiliary could process more rapidly a warship's request for materials and have them ready for transfer when the ships rendezvoused.

Meanwhile, the helicopter initiated a new type of operation known as vertical replenishment (VERTREP). The helo simply lifted material from the replenishment ship and flew it out to the warship. Use of cargo-carrying helicopters for vertical replenishment reduces the time that ships must steam alongside, a situation in which they are comparatively vulnerable to attack by enemy aircraft, surface ships and submarines. Begin-



Above: USS John F. Kennedy (CV 67) and the store ship USS Rigel (AF 58) during replenishment.





Below: Linehandlers on oiler USS Wichita (AOR 1) heave around during highline transfer operations.



ning with the transfer of personnel and mail, VERTREP operations now have extended to every transferable item except petroleum. Cargo helicopters currently in use aboard auxiliary ships can transfer about 50 tons of cargo per hour between ships, the exact amount depending upon the type of material and distances between ships.

Both automatic data processing equipment, initially called electronic accounting machine system, and helicopters for VERTREP operations were first tested for auxiliary ships in the stores-issue ship *Altair*. Built in World War II as a cargo ship, *Altair* was modified to carry spare parts and dry stores in 1953 and then in 1959 was modified for the electronic accounting machine system and helicopters. These features were incorporated in all new underway replenishment ships.

With respect to warships, there were several major innovations in the U. S. Navy during the 1950s, the most dramatic being nuclear propulsion, nuclear weapons, guided missiles and helicopters. All required special features in auxiliary ships that would support the warships. Two wide-ranging programs were initiated, one of modernizing older auxiliaries and one of constructing new ships.

Known as FRAM (Fleet Rehabilitation and Modernization), the former program provided a large number of auxiliaries with improved capabilities for servicing more modern warships. Some requirements, however, were beyond FRAM capabilities or were uneconomical for conversions, such as higher speeds and handling facilities for large *Polaris* missiles. Thus, a new construction program for auxiliaries was begun.

The Newer Auxiliaries

These new ships fall primarily into two categories, the fleet support ships that provide maintenance and other services in port to warships and the underway replenishment ships. The first of the new auxiliaries were two *Hunley*-class submarine tenders, the first of which was completed in 1962. These and the subsequent *Simon Lake*-class tenders are intended specifically to support *Polaris*/*Poseidon* missile submarines. After a missile submarine completes a 60-day submerged deterrent patrol, it goes alongside the tender for about two weeks of maintenance and replenishment. The tenders carry all necessary stores and supplies for submarines, can perform almost every repair that could be required, have replacement missiles if they are needed and extra berthing space to accommodate several hundred submariners during the change of crews between the 60-day patrols.

Other tenders constructed during the 1960s and into the 1970s are the *L. Y. Spear*-class which service attack (non-missile) submarines, nuclear and conventional, and the *Samuel Gompers*-class destroyer tenders which can support today's modern, highly complex destroyer-type warships.

New replenishment ships built in this period are the *Mars*-class combat stores ships which carry fresh food, dry stores, aviation supply items and spare parts; the *Sacramento*-class fast combat support ships which combine the functions of ammunition ships and oilers; and the *Wichita*-class replenishment oilers. All three of these new classes are larger than their World War

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II predecessors, especially the *Sacramento*-class which are approximately the size of battleships. Improved transfer capabilities, helicopter facilities and sustained speeds of 20 knots or more make them effective and invaluable components of the fleet. Also built in the 1960s and 1970s have been the *Kilauea*-class ammunition ships.

Other auxiliary ships produced in the postwar period include surveying ships, oceanographic research ships, submarine rescue ships and salvage tugs.

Before delivery of the oceanographic ship *Robert D. Conrad* in 1964, all U. S. Navy surveying and oceanographic research ships were converted from other missions. *Conrad* and the scientific ships that have followed her into service are more efficient than the conversions, and are easier to operate and maintain.

Pigeon-class submarine rescue ships are innovative in both design and capability. Until then, submarine rescue meant sending divers down to the stricken craft to attach a steel cable and then hauling down a small rescue capsule known as the McCann chamber. This device can carry about eight survivors to the surface as it is winched up to the rescue ship.

Pigeon-class vessels can carry two of the New Deep Submergence Rescue Vehicles, small submersibles that are lowered to the water and then travel down to the stricken submarine and remove up to 24 survivors per trip, carrying them either to the rescue ship or to a



The fast combat support ship USS Detroit (AOE 4).

OVERVIEW OF AUXILIARY SHIPS

The Navy has many types and designs of auxiliary ships in service today. The following is a list of those vessels of post-World War II construction:

Destroyer Tenders - Gompers Class

Samuel Gompers (AD 37)
Puget Sound (AD 38)

Ammunition Ships - Suribachi Class

Suribachi (AE 21)
Mauna Kea (AE 22)
Nitro (AE 23)
Pyro (AE 24)
Haleakala (AE 25)

Ammunition Ships - Kilauea Class

Kilauea (AE 26)
Butte (AE 27)
Santa Barbara (AE 28)
Mount Hood (AE 29)
Flint (AE 32)
Shasta (AE 33)
Mount Baker (AE 34)

Kiska (AE 35)

Store Ships - Rigel Class

Rigel (AF 58)
Vega (AF 59)

Combat Store Ships - Mars Class

Mars (AFS 1)
Sylvania (AFS 2)
Niagara Falls (AFS 3)
White Plains (AFS 4)
Concord (AFS 5)
San Diego (AFS 6)
San Jose (AFS 7)

Oceanographic Research Ships - Conrad Class

R. D. Conrad (AGOR 3)
J. M. Gilliss (T-AGOR 4)
Sands (T-AGOR 6)
Lynch (T-AGOR 7)
T. G. Thompson (AGOR 9)
T. Washington (AGOR 10)
De Steiguer (T-AGOR 12)
Bartlett (T-AGOR 13)

Oceanographic Research Ships - Melville Class

Melville (AGOR 14)
Knorr (AGOR 15)

Oceanographic Research Ship - Hayes Class

Hayes (T-AGOR 16)

Surveying Ship - S. P. Lee Class

S. P. Lee (T-AG 192)



Firing a shot line during underway replenishment.

Surveying Ships - Bent Class

Silas Bent (T-AGS 26)
Kane (T-AGS 27)
Wilkes (T-AGS 33)
Wyman (T-AGS 34)

Surveying Ships - Chauvenet Class

Chauvenet (T-AGS 29)
Harkness (T-AGS 32)

Dock Cargo Ship - Point Barrow Class

Point Barrow (T-AKD 1)

Vehicle Cargo Ship - Comet Class

Comet (T-AKR 7)

Vehicle Cargo Ship - Sea Lift Class

Sea Lift (T-AKR 9)

Oilers - Neosho Class

Neosho (AO 143)
Mississinewa (AO 144)
Hassayampa (AO 145)
Kawishiwi (AO 146)
Truckee (AO 147)
Ponchatoula (AO 148)

Tankers - Maumee Class

Maumee (T-AO 149)
Shoshone (T-AO 151)
Yukon (T-AO 152)

Tanker - Explorer Class

American Explorer (T-AO 165)

Fast Combat Support Ships - Sacramento Class

Sacramento (AOE 1)

Camden (AOE 2)

Seattle (AOE 3)

Detroit (AOE 4)

Replenishment Oilers - Wichita Class

Wichita (AOR 1)
Milwaukee (AOR 2)
Kansas City (AOR 3)
Savannah (AOR 4)
Wabash (AOR 5)
Kalamazoo (AOR 6)
(Unnamed) (AOR 7)

Transports - Barrett Class

Barrett (T-AP 196)
Upshur (T-AP 198)

Submarine Tenders - Hunley Class

Hunley (AS 31)
Holland (AS 32)

Submarine Tenders - Simon Lake Class

Simon Lake (AS 33)
Canopus (AS 34)

Submarine Tenders - L. Y. Spear Class

L. Y. Spear (AS 36)
Dixon (AS 37)

Submarine Rescue Ships - Pigeon Class

Pigeon (ASR 21)
Ortolan (ASR 22)

Salvage and Rescue Ships - Edenton Class

Edenton (ATS 1)
Beaufort (ATS 2)
Brunswick (ATS 3)

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submerged submarine. In addition, *Pigeon*-class ships carry the McCann chamber and advanced Deep Diving System Mark II which permits sustained diver activities to depths of 850 feet. To provide a large deck area for diving and submersible activities and for increased stability, *Pigeon*-class ships are catamarans, having twin hulls with a broad connecting deck and superstructure. This same design has been incorporated in a new oceanographic research ship, the *Hayes*.

A final class of auxiliary now joining the fleet are the salvage and rescue ships. These vessels are improved oceangoing tugs with towing, salvage, diver support and firefighting capabilities.

In appearance, design, construction and even operation, today's support ships are a far cry from the merchant ships that rendezvoused with Lord Nelson's frigates and ships of the line to transfer supplies in calm anchorages. But the concept of logistic support of warships remains the same: A fleet must have beans, bullets and black oil if it is to fight and preserve the peace. That is the responsibility of the Navy's some 140 auxiliary ships, 90 port-to-port "sealift" ships and 45 experimental, research and surveying ships in service today.

Program Status and Plans

Several auxiliary ships of various classes now are under construction or authorized for construction. Included are one destroyer tender, two oceanographic research ships, one replenishment oiler and two submarine tenders. These ships will replace auxiliaries of World War II construction that now are in the fleet.

Additional auxiliary ships are planned for construction in the near future, among them ammunition ships and fleet tugs. The Navy also is giving consideration to employment of merchant ships in the auxiliary role. Under this concept, commercial fuel and cargo ships would be fitted to provide support to Navy ships as required without degrading ability to operate as merchant ships. For example, container merchant ships would be able to transfer provisions and other cargo in underway replenishment operations while tankers could provide Navy ships with fuel oil.

Thus, using merchantmen in an auxiliary role, the Navy would be able to reduce the auxiliary construction program to provide more resources for warship building. And, if the concept is adopted on a wide scale, it could make most U. S. merchant ships readily available in periods of crisis for support work, thereby greatly increasing the operational effectiveness of the Navy.

Even if this plan is carried out, there still will be a requirement for the more specialized naval auxiliaries, such as tenders, repair ships, tugs and the like.

Auxiliary Ship Design

Auxiliary ships now under construction and in the design and planning stages, are the culmination of long experience in naval operations, as well as the many

and varied missions of today's Navy.

Most auxiliary ships are highly distinctive in design and appearance, being tailored for specific jobs. Some auxiliaries, such as oilers and tugs, at first look may resemble their commercial counterparts. However, even these ships have special features required for naval operations.

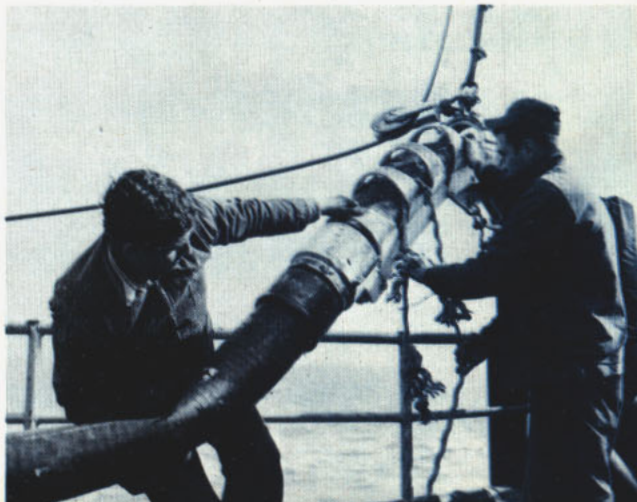
Oilers, for example, must be capable of underway refueling, not just transporting fuel oil from port to port as do commercial ships. Also, the Navy oiler must be capable of transporting aviation fuels in addition to ship fuel oil; and have storage facilities for packaged petroleum products, such as lubricants; special communication and navigation equipment; damage control and firefighting features; and weapons for self-defense while operating in forward areas. And, underway replenishment ships must have a speed of at least 20 knots to operate in support of warships.

Similarly, Navy tugs are required to do more than

Below: A boatswain's mate signals to his men during refueling.



Below: Deck personnel team up to handle a seven-inch fuel line.



just push and tow ships; they must be capable of firefighting, salvage and diver support.

New Ship Design: Destroyer Tender

Now let's look at the special design features of Navy auxiliaries currently under construction, starting with the *destroyer tender*. The mission of this ship is to provide mobile base and support facilities for destroyer-type ships. These vessels vary in size and characteristics from escort ships of about 300 feet in length, displacing some 2000 tons and armed with guns and antisubmarine weapons, to nuclear-propelled missile frigates, ships almost 600 feet long, displacing 10,000 tons and carrying advanced guided missiles and fitted with sophisticated electronic equipment.

The tender provides all manner of repairs and modification that do not require drydocking the destroyer: logistic support, including spare parts, weapons and

munitions (missiles and torpedoes, as well as ammunition); and personnel support, such as medical and dental services and extra living space for use by a limited number of men from ships being repaired.

There are more than 50 shops in a modern destroyer tender, including avionics (for destroyer-based helicopter electronic equipment), aviation engine, boiler, canvas, shipboard electronics, electrical, foundry, gyrocompass, internal combustion and gas turbine, machine, blacksmith, welding, optical, painting, pipe, printing, noise vibration and test, storage battery, typewriter, torpedo, watch repair, nuclear weapons, missile, gun, fire control equipment, sheetmetal and even a motion picture projector shop.

There are special repair facilities for supporting ships with nuclear propulsion and storage tanks for hazardous waste from ships being serviced. Associated shops and repair facilities often are combined and arranged in a common space for convenience and economy of space and manpower.

Because machinery of ships alongside for services may be under repair, the destroyer tender is fitted with extra electrical generators, water distilling capacity and transfer facilities for providing electricity, steam and fresh water to ships tied alongside. Similarly, the tender is fitted with large side doors to permit easy access to ships alongside; several workboats and other small craft are carried to transfer material and personnel to nearby ships; and the tender has large cranes for handling antennas, torpedoes, machinery, provisions and weapons.

Beyond their destroyer support capabilities, the destroyer tender, like other auxiliary ships, is a floating city providing all the facilities and services required for its own crew of 1800 officers and enlisted men. A steam turbine propulsion system gives the tender mobility, enabling the ship to move into forward areas or serve at continental U. S. ports. These large tenders also have accommodations and other facilities for an admiral commanding a flotilla or force of ships.

The Navy currently has 11 destroyer tenders in service, of which all except two are of World War II vintage. The two postwar tenders, *Samuel Gompers* and *Puget Sound*, can provide services to newer destroyer-type ships which are only marginally possible with the older ships. A third new destroyer tender of the same general design (designated AD-40) is provided in the fiscal year 1973 shipbuilding program.

Oceanographic Research Ship

The oceanographic research ship (AGOR) conducts research on the ocean floor and in the water column, the contents of the ocean between the surface and the floor. These ships can measure depth, temperature, salinity, animal and plant life, underwater currents and other ocean properties. This information is important for a number of naval activities, especially submarine detection and underwater communications.

Today there are 13 oceanographic research ships supporting Navy programs and one Navy ship conducting research for the National Science Foundation. These ships, most of post-World War II construction, are operated by civilian crews, some under direction of the Navy's Military Sealift Command and some

Below: The salvage and rescue ship USS Edonton (ATS 1).



AUXILIARY SHIP NAVY

under the aegis of civilian laboratories and universities. All carry civilian scientists from Navy laboratories or civilian institutions working on Navy research projects.

The two research ships in the Fiscal Year 1973 ship-building program are the first of a new series that will be operated by civilian institutions, replacing older and less capable ships now in use. Special features of these vessels, patterned after a commercial offshore oil support/exploration vessel, include well-equipped laboratories and measuring devices that can be lowered into the water. Normal propulsion will be with diesels turning twin propeller shafts. However, for precise maneuvering and for holding an exact position while conducting research, each ship will have a retractable propeller that can be lowered through the hull at the bow.

Replenishment Oiler

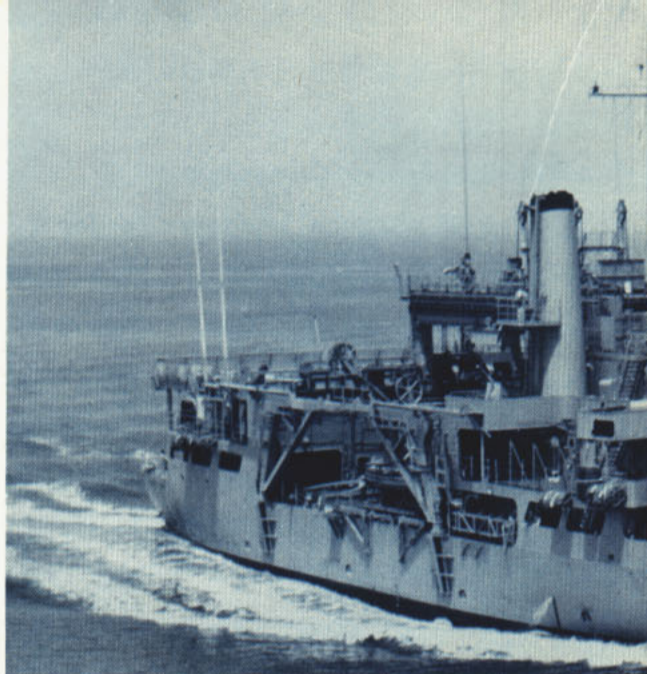
The replenishment oiler (AOR) is a large, fuel-carrying ship that provides petroleum products to ships at sea, as well as a limited amount of munitions, dry stores and provisions.

As an unrep ship, the replenishment oiler can refuel other ships while they are steaming together, with one receiving ship on each side. There are four refueling stations on the port side of the replenishment oiler and three stations on the starboard side, permitting 11 major transfer hoses to be used at one time. There are more stations on the port side since aircraft carriers, the biggest fuel consumers, generally are refueled on their starboard side. This is due to the shape of their angled flight deck which protrudes over the carrier's port side. In addition, the ship can transfer dry cargo to other ships. The replenishment oiler has a helicopter flight deck (but no hangar) to permit the use of cargo helicopters from other ships in transferring munitions and supplies.

The cargo capacity of the AOR is just over 170,000 barrels of petroleum, plus approximately 600 tons of munitions, 425 tons of dry stores and 150 tons of refrigerated provisions. The "split" of bulk petroleum varies in replenishment oilers with the different fuels being carried in separate tanks. For example, the *Wichita*-class oiler, *Kalamazoo*, has a cargo split of 60 per cent fuel oil for ship power plants and 40 per cent JP-jet aircraft fuel. Other fuel ships also carry small amounts of aviation gasoline for propeller-driven reciprocating engine aircraft.

The Navy has approximately 30 oiler-type ships in commission, all of which are World War II-built, except for six *Neosho*-class oilers (AO) and six *Wichita*-class replenishment oilers (AOR). There also are four of the larger *Sacramento*-class fast combat support ships, combination oilers and ammunition ships (AOE). There is now one *Wichita*-class AOR under construction and more ships are planned for later construction programs. Also planned is the previously mentioned class of "straight" fleet oilers (AO) that will replace the war-built oilers.

The submarine tender (AS) has a role similar to that of the destroyer tender, providing mobile base and support facilities for warships. However, the brood for



Above: The submarine rescue ship USS Ortolan (ASR 22).



Above: Ordnance is transferred between the replenishment oiler USS Wichita (AOR 1) and an aircraft carrier on the high seas.





Below: Oceanographic research ship USNS Hayes (T-AGOR 16).



Below: Crewmen work together to store supplies delivered by a helicopter from the combat store ship USS San Diego (AFS 6).



the AS consists of nuclear-propelled attack submarines. These ships hunt enemy surface ships and submarines, attacking them with torpedoes. The Navy's ballistic missile-armed submarines, carrying *Polaris* or *Poseidon* missiles, require a different kind of submarine tender, one that can service their missiles and related equipment.

The tender provides a variety of support to submarines and their crews, among them maintenance, repairs, spare parts, torpedoes, provisions and medical, dental and legal services. The modern submarine tender has some 50 technical shops, many, like those of the destroyer tender, related to general maintenance and repair, and some highly specialized such as the torpedo, storage battery, submarine antenna and nuclear reactor shops. There are storage spaces for thousands of different parts required by submarines, varying from submarine propellers to intricate electronic components. All are carefully stored and a computer catalogs and records their location and quantity for rapid retrieval.

The tender normally can support 12 nuclear-propelled attack submarines with up to four alongside simultaneously. The alongside submarines can be provided with compressed gases, steam, diesel fuel (for their auxiliary machinery), water (chilled—pure and sea), electricity, spare parts, torpedoes and other services. The tender can take aboard hazardous waste material from the submarines for later disposal.

The U. S. Navy currently has 11 submarine tenders in service, five of World War II construction, four post-war tenders configured for supporting nuclear-propelled *Polaris/Poseidon* submarines and two post-war tenders for nuclear-propelled attack submarines. Two additional tenders for nuclear attack submarines have been authorized and will replace older ships that are limited in their ability to support modern undersea craft. These latest tenders, AS-39 and AS-40, will be especially fitted for support of the new *Los Angeles* (SSN 688) class of high-speed attack submarines.

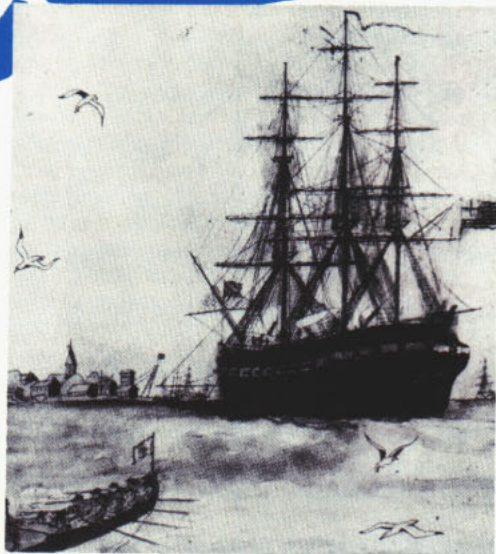
Naming Auxiliary Ships

Auxiliary ships now under construction have several name sources. Destroyer tenders generally are named for geographic areas, such as *Puget Sound* and, more recently, for famous Americans, such as *Samuel Gompers*, named in honor of a noted labor leader.

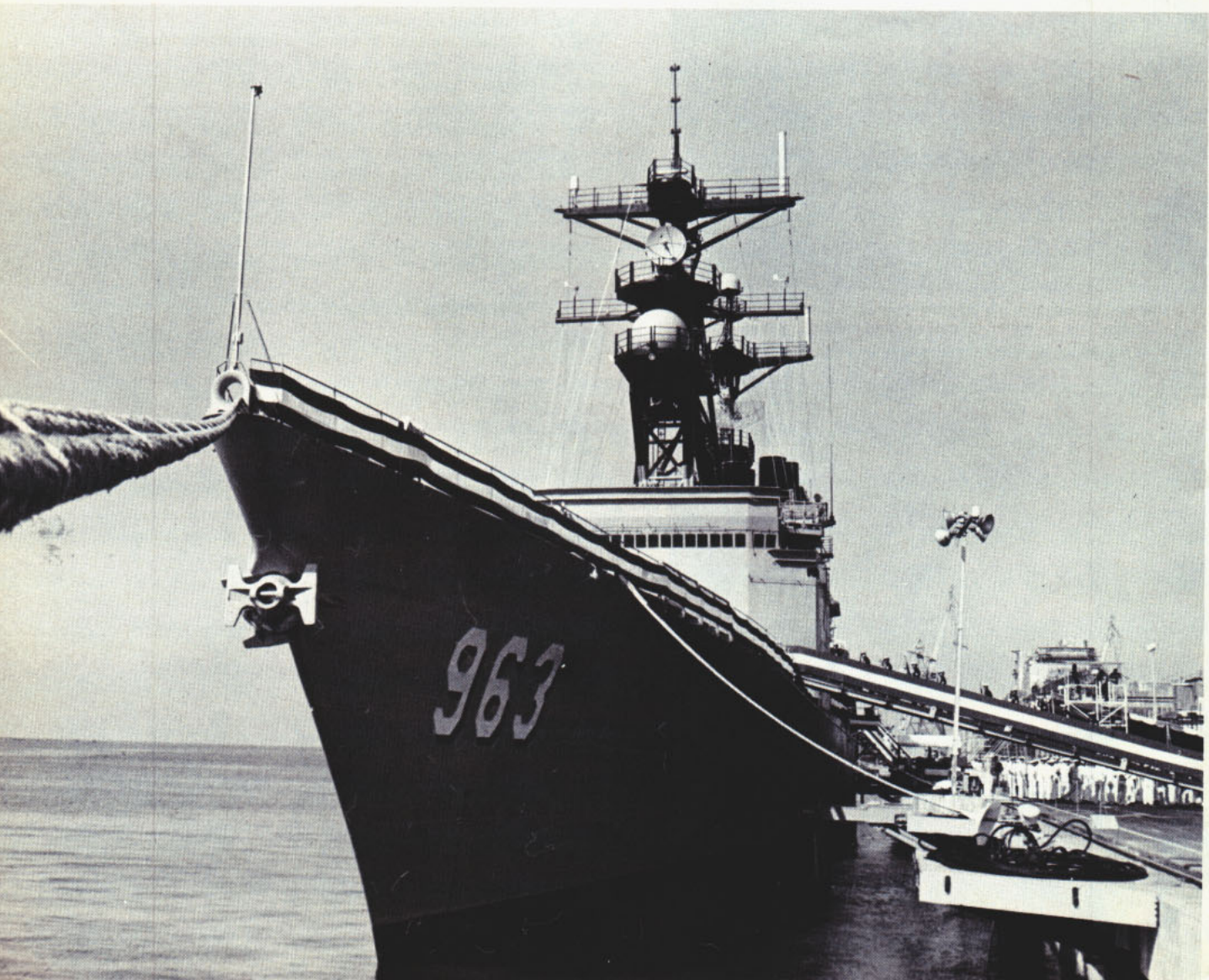
Oceanographic research ships carry the names of Navy scientists and engineers, such as *Hayes*, named for Dr. Harvey C. Hayes, a scientist in the field of sonar development, and *Robert D. Conrad*, in honor of a Navy captain who directed important research during World War II.

Replenishment oilers are named for American cities, the latest ship of this type being *Kalamazoo*, named for the Michigan city.

Submarine tenders are named primarily for pioneers in submarine development. Recently built tenders include *L. Y. Spear*, named for a marine engineer of the turn of the century who developed the concept of a modified spindle or "cigar" shape for submarines, the configuration of modern, high-speed undersea craft, and *Simon Lake*, named for an early 20th century submarine designer who built underwater boats for the U. S. and fledgling Soviet navies.



A SHIP'S





COMMISSIONING

Wind moaned through *Alfred's* rigging on that cold December day in 1775 as the young lieutenant raised the Grand Union Flag. The crew of the converted merchantman let out a resounding cheer as the flag was two-blocked to signify her commissioning. John Paul Jones later wrote: "I hoisted with my own hands the Flag of Freedom the first time that it was displayed on board the *Alfred* on the Delaware."

Nearly two centuries later at Pascagoula, Miss., the national ensign and the union jack were raised and the commissioning pennant was broken on board USS *Spruance* (DD 963). The customs and traditions followed by Jones on *Alfred* were preserved once more in the brief but colorful ceremony making the vessel a United States Ship.

A great part of all commissioning ceremonies is custom and tradition for, surprisingly, Navy Regulations contain very little detail on the subject.

They do prescribe that custody of the ship shall be transferred from the builder to the naval district commandant, making him responsible for the ceremony.

The regulations also stipulate that as many of the officers and crew of the ship as possible be present at the ceremony, that an honor guard and band be assembled in a suitable area and that the national ensign and the union jack be hoisted and the commissioning pennant broken. The prospective commanding officer of the new ship must also read his orders from the Navy

Department and order the ship's first watch set.

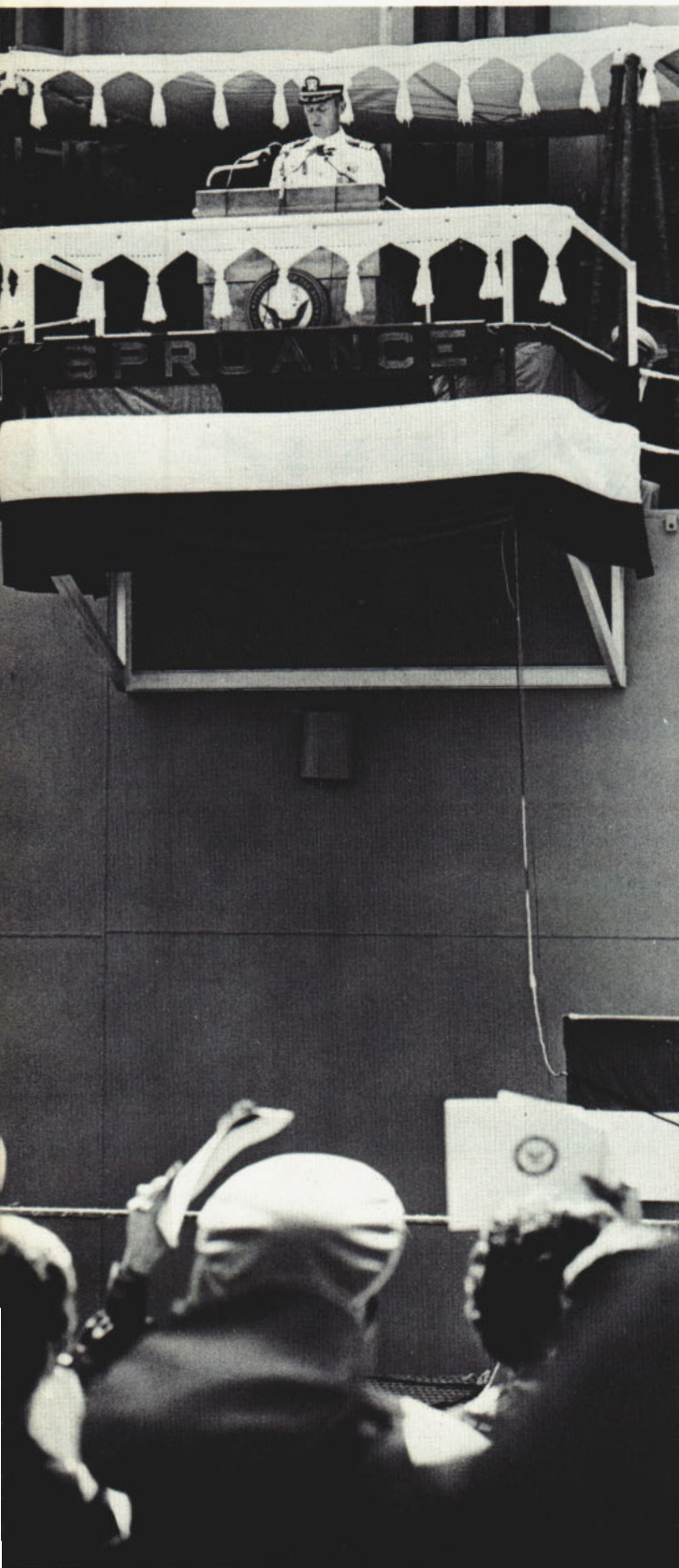
Beyond that, commissioning ceremonies are open to innovation. Generally, the ship's commanding and executive officers spend weeks before the event reading reports on previous commissionings, searching for suitable practices to follow for their own ship's commissioning. Through their ideas and those of the district commandant, a complete ceremony plan is constructed.

Several days before, the ship is brought to the commissioning site and shipyard workers and her crew get her ready for her big day. She is scrubbed and polished from stem to stern, and everything is stowed in its proper place. Her rails and brows are decorated with red, white and blue bunting, and the speaker's platform and guests' seating are set up. Each crewmember is assigned his place for the ceremony, and the XO must ensure all is in order. For weeks the plan of the day has notes about the upcoming commissioning, and the last two days are spent in rehearsals to make sure all goes smoothly.

The day finally arrives. The crewmembers put on their best dress uniforms and assemble at assigned places. Officers fall in aft at dress parade stations on the fantail and the crew is marched by divisions aft to assigned stations. The guard and band are aft for colors, but face the ceremony until the ensign is hoisted.

With small ships, it is customary to have the band and guard take stations on the pier abreast of the

Facing page top: Our first flagship, *Alfred*, also the first commissioned ship in the Navy. Left: The new destroyer USS *Spruance* with the ceremonial bunting rigged for her commissioning.



Left: CO, USS Spruance, CDR Raymond J. Harbrecht. Above: The Spruance crew views the impressive ceremonies. Right: CDR Harbrecht displays an oil painting of the destroyer given by Mrs. Raymond A. Spruance, widow of Admiral Spruance.

ceremonial area. In this way, too, arrival honors could be rendered distinguished visitors.

The crew waits. It's like opening night on Broadway, but there is only one performance. It has to be right. Every man on board from the CO to the newest seaman wants his ship to go into commission without a hitch and each rehearses in his mind what he must do.

As guests begin to arrive, they find that no jack or commissioning pennant flies on the ship, and that no honors are rendered aboard other than the courtesy of meeting dignitaries at the ship's side. These are lacking, they learn, because the ship is not yet in commission.

The prospective executive officer reports to the prospective commanding officer that "Officers and crew are up and aft and all is ready for commissioning ceremony." The district commandant tells the prospective commanding officer to proceed.

Once the official party is seated on the platform, and guests are situated, the typical ceremony begins with the invocation by the chaplain.

Next, the builder makes appropriate remarks concerning the ship's construction and, in turn, introduces the officer who will make the formal transfer from builder to Navy.

In reading his orders for delivery of the ship, the

transferring officer orders the prospective commanding officer to "Commission the USS _____." The captain relays the order through the prospective executive officer to the navigator, who is officer of the deck. Attention is sounded. The National Anthem is played, the ensign and jack are hoisted, and the commissioning pennant is broken at the main truck. She is now a United States Ship.

The commanding officer reads his orders from the Navy Department, salutes the transferring officer and says, "I assume command of the USS _____." The officer of the deck makes the ship's first log entry: "The ship is now officially commissioned."

Upon assuming command of the newly commissioned ship, the commanding officer's first order to his executive officer is to set the first watch. The XO in turn orders: "Navigator, take the first watch as officer of the deck," and hands him the OOD's long glass.

The OOD orders the ship's boatswain's mate to pipe the first watch on deck. Following a tradition from the days when ships had no public address system, the boatswain's mates pipes at each deck hatch fore and aft to make sure all hands turn out. Some commissionings have several boatswain's mates pipe in what

is known as a Bosuns' Chorus.

On signal, as the first watch is set, the ship comes alive with rotating radars, elevating and training guns and missile launchers, and sometimes a blast on the ship's whistle.

In some cases, the crew will be hidden inside the ship and, when the first watch is set, rush out and man the rails. These customs have developed to show guests that the ship can now function without assistance.

With the ship in commission, the CO may now render honors. He therefore has the personal flag of the ranking dignitary or the senior officer present broken.

The principal speaker now delivers his address. This is followed by brief talks by other distinguished visitors and the commanding officer. During these talks, the ship's sponsor usually presents a gift to the ship. It may be anything, but is always significant of the ship's name—a painting or bust of the person for whom the ship is named, for example, or an engraved silver service or plaque. This is an important part of the ceremony since tradition has it that the soul of the sponsor becomes part of the ship. Sponsors are therefore very special people to the commissioning.

The ceremony concludes with an invocation by the





Above: A view of the bridge of the destroyer USS Spruance (DD 963). Below: A section of the ship's engineering spaces. Facing page: A member of the crew scribes the ship's identification on the hull of one of the ship's utility boats.



chaplain. Guests are then invited to tour the ship, and a reception is held onboard, if space permits.

The ship is now an official United States Ship, but is still not accepted into the Fleet. For the next several months she will be given a hard workout of sea trials, equipment adjustments, more tests and readjustments.

Once the CO is satisfied that all is in order, the Board of Inspection and Survey comes aboard. The InSurv Board is headed by an admiral and consists of officers who are experts in all ships' divisions. The team rides the new vessel for a week or so and scrutinizes her from every possible angle.

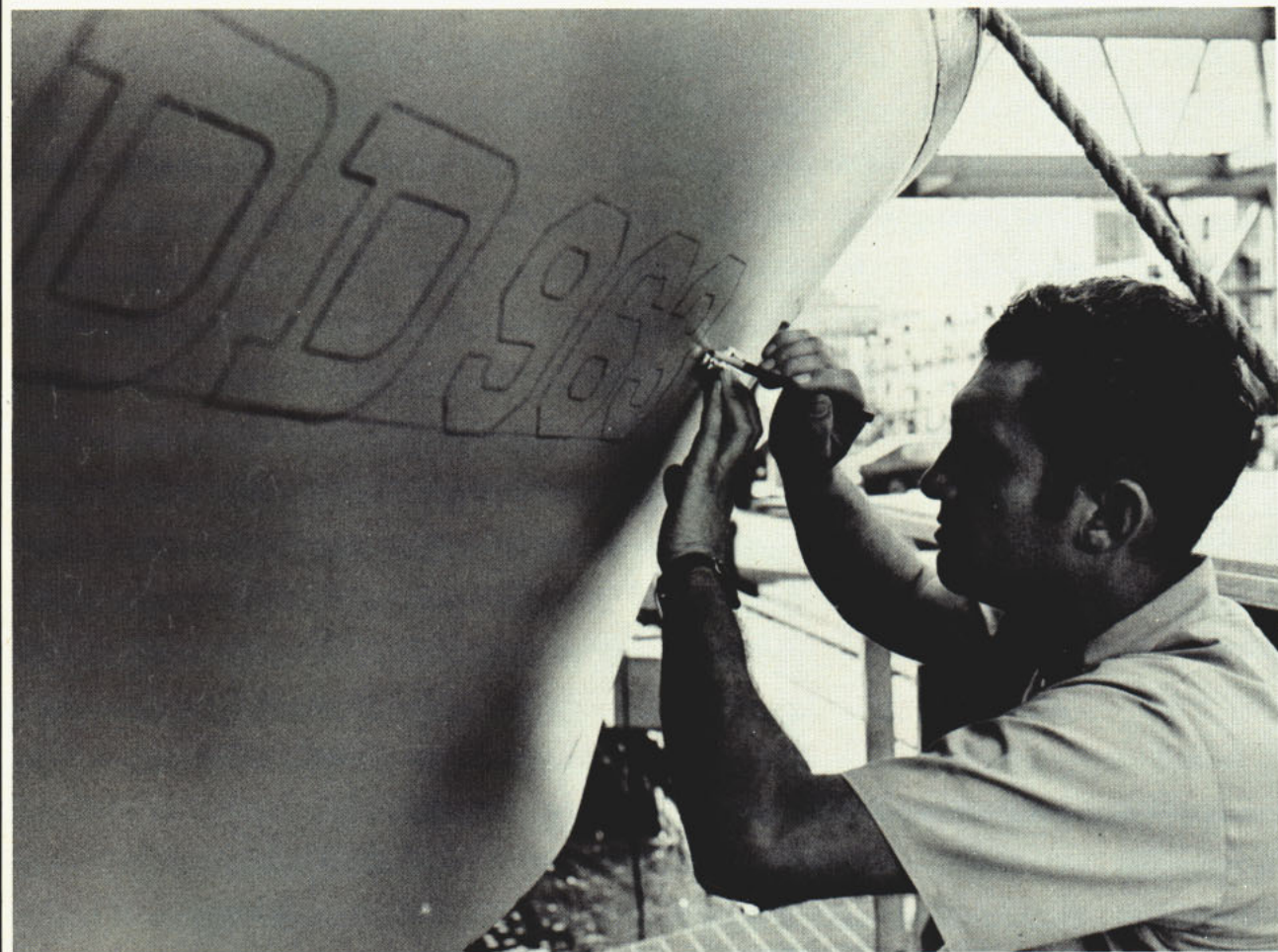
When the InSurv Board is satisfied with the ship and her gear, the ship is scheduled for underway training at a Fleet Training Center. For eight grueling weeks, and possibly longer, the crew puts her through her paces while Fleet Training Group inspectors observe.

After they are satisfied with her performance and condition, she passes their inspection and now, finally, is accepted for service as a full-fledged, tried and tested member of the Fleet. Within the year she can expect to go on her first deployment.

Commissioning and Fleet readiness trials mean long, hard months of work for the new ship's first officers and crew. They begin with weeks of precommissioning schools (firefighting, damage control, leadership, etc.), go through the labor of stocking the ship with everything from pencils to electronic components, proceed through the nervousness of the commissioning ceremony and the sweat of acceptance trials, and climax with acceptance into the Fleet.

But it's a labor of love. She is *their* ship. Ask any plankowner, he'll tell you it is indeed an honor to be part of a crew that puts a ship into commission.

—Story and photos by PH2 Terry Mitchell, USN



THE COMMISSION PENNANT

The commission pennant has one of the longest traditions of ships and the sea, dating back to the 17th century, during the Dutch and British war, according to an old legend. Dutch Admiral Van Tromp, seeking to rally his men, hoisted a broom to the masthead of his ship. The broom signified that he intended to "sweep" the British from the sea. The English admiral responded by hoisting a buggy whip to his masthead, meaning that he intended to "whip" the Dutch.

The English did indeed "whip" the Dutch and the buggy whip became the trademark of the warships. Sailing ships often flew commission pennants of great lengths, but as ships were designed with more equipment topside, the size of the pennant decreased.

Commission pennants at one time had 13 stars symbolizing the original 13 colonies. Navy Regulations in

1866 allowed the use of a seven-star pennant on boats, while ships were entitled to use the 13-star pennant. In 1933 the seven-star pennant became the standard in four- and six-foot lengths.

Sea stories abound about the reasons for the seven stars in the pennant, but the true reason is that it was the best design. The design was agreed upon by the same board that standardized the length.

The commission pennant is flown at the mainmast of all Navy ships and is hauled down only to break the flag of an admiral, division or squadron commander, and personal flags of high ranking civil officials.

Commissioned ships of the Navy use the pennant on their official stationery. That English admiral started a tradition with his buggy whip—one that will carry on to ships of the future, building on a proud tradition.

'DONT TREAD ON ME' ...back on jackstuffs

With eight ships in its fleet—four men-o'-war and four escort vessels—the original American Navy was ready to do battle in December 1775. The infant Continental fleet was up against the most powerful sea force of the day—the British Royal Navy, 270 warships strong.

"The first beginning of our Navy," John Paul Jones wrote later, "was, as navies rank, so singularly small that I am of the opinion it has no precedence in history." Nor did the bizarre rattlesnake emblem that flew from the masts of some of these first ships have any precedent in history. The 13 alternating horizontal red and white stripes, the serpent, and the words, "Dont Tread On Me," of the rattlesnake flag, broadcast a clear and unmistakable warning. The flag was adopted as the Continental Navy Jack.

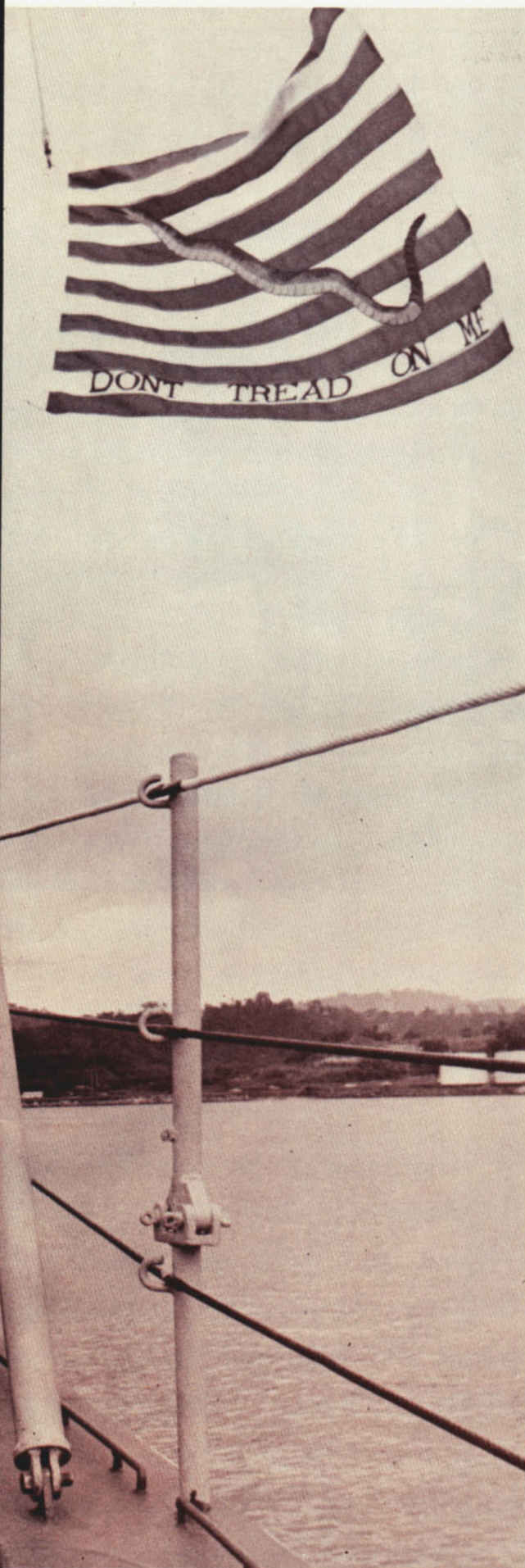
It hasn't been seen aboard a U. S. Navy ship for nearly 200 years. That is, until now. Today, Navy ships around the world are displaying the "Dont Tread On Me" Navy Jack in place of the Union Jack with its 50 stars on a blue field.

The Continental Navy Jack was reinstated for the 200th birthday of the Navy on 13 Oct 1975, and it will continue to be flown through December 1976 as part of the Navy's Bicentennial celebration.

The idea for resurrecting the Navy Jack originated with a Chicago attorney, Frederic O. Floberg, in January of 1975 when he tried out the idea on his two sons, both U. S. Navy officers.

With their enthusiastic response, Floberg mailed his





suggestion to Rear Admiral William Thompson, USN, then the Navy's Chief of Information.

The idea gained acceptance in the Navy's Office of Information, the Navy Bicentennial Coordination Office in Washington and drew the support of Secretary of the Navy J. William Middendorf II, the Department of Defense and other governmental agencies.

Finally, in August, the call went out from the Navy to flag manufacturers in the United States. In order to be effective, the Navy said, the flags had to be sewn, shipped, and on board all U. S. Navy ships in time to be displayed on 13 October, the date the second Continental Congress established the Navy in 1775. A flag company in Virginia Beach, Va., set to work on 20 August to meet the agreed-upon deadline.

In a concession to modern technology, the Navy substituted the more durable nylon for cotton in its anniversary version of the flag. But Navy "salts" decided to retain the unapostrophized "dont" of the original slogan.

The creator of the rattlesnake flag is lost to history, but Benjamin Franklin offered an explanation of its significance.

Franklin wrote that "the rattlesnake is found only in North America; among the ancients, serpents were considered to possess wisdom and vigilance (because snakes have no eyelids to close).

"The rattlesnake does not attack without first giving warning, and the number of rattles increases with age." Hence, the symbol was especially appropriate for the expected growth of the United States.

Snakes on the historical Navy Jacks had 13 rattles, apparently symbolic of the 13 rebellious colonies.

Dont tread on me!

"Perhaps," says one of the flagmakers, "this word to the wise should not be taken lightly—even more so today."

—JOC Joe Sarver

Left: OS3 Mark Moseley (right) and STG1 Thomas Fraser raise a "Don't Tread on Me" flag aboard the frigate USS Harold E. Holt (FF 1074) at Subic Bay, R. P. Below: A seamstress puts the finishing touches on a copy of a Continental Navy Jack, recently revived by the Navy for use in its Bicentennial celebration. Photos by PH1 John R. Sheppard and JOC Joe Sarver.



A Role for Everyone

From Ben Frank

On the receiving end it looked as though Navy commands throughout the world were bent on outdoing one another as they marked the Navy's 200th birthday this past year, with the activities reaching a peak in October. (The Navy's birth dates back to 13 Oct 1775, when the Second Continental Congress, meeting in Philadelphia, established a naval committee and authorized the fitting out of two naval vessels.) Imagination and ingenuity were the key words with everything from a costumed Ben Franklin to baseball (the national pastime) thrown in for good measure. Still other celebrations, as the one in the nation's capital, were formal affairs. Here are some of the highlights.

WASHINGTON, D. C.

The Washington ceremony was complete with honor guard and a review before no less a personage than the President of the United States.

At the capital event, held at the Washington Navy Yard, President Gerald Ford said that the Navy "remains a symbol of the United States, of our dedicated and skilled sailors, of our technological genius and our massive, but controlled, military strength which patrols the oceans of the world on a mission of peace."

The President said the 200-year-old history of the Navy is also the history of the nation. He added that he will do all that's possible to keep the Navy supplied with the best and the most modern ships, weapons, training and equipment in the world today.

Before an audience which included Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Admiral James L. Holloway III, he said, "The most important obligation of Government is to guarantee all citizens protection of their lives and freedom against outside attack."

He said in conclusion, "I reject any advice to pull down the Stars and Stripes and sail home from the seas of the world to safe anchorage at home port. If we do, our home ports will no longer be safe."

To mark the occasion, the President was given a replica of the Revolutionary War Navy Jack which is being flown from Navy ships during the Bicentennial Year. He also received a display created in wood and copper taken from *Constitution* during her overhaul.

At right: "Benjamin Franklin" escorts a Navy wife boarding USS Vreeland (FF 1068) for a special Navy Birthday cruise on the Delaware River. Above left: Former SecNav John W. Warner, Administrator of the American Revolution Bicentennial Administration, presents an American Revolution Bicentennial flag to RADM W. D. Toole, Jr., Commandant, Fourth Naval District, during Navy's 200th birthday celebration. Above right: In birthday ceremonies at the Washington Navy Yard, President Gerald Ford enjoys the festivities with Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Admiral J. L. Holloway III.



lin to Yogi Berra

On Navy's 200th Birthday



BOSTON

Boston once was the stamping ground for greats like John Adams and John Hancock. Today's Navy recruiters in that city, however, felt that modern-day baseball, as well as events featuring naval history, was the way to get the Navy story to the entire nation.

Fenway Park was the scene of the Navy's observance of its 200th birthday before a sellout crowd during the second game of the World Series. Before fans at the stadium and millions more by way of national TV, a Navy all-woman color guard paraded the colors onto the field and a member of the Sea Chanters from the Navy Band in Washington, D. C., directed by Chief Musician William B. Davis, sang the national anthem.

Representing his fellow Navy team members throughout the world, Airman Apprentice Carl C. Glencross tossed out the ball, marking the opening of the game. AA Glencross then had the honor of watching the game from the baseball commissioner's box along with another important visitor, Secretary of State Henry Kissinger.

In addition, dozens of Navy recruiters from the New England area were present as special guests of the commissioner at each of the World Series games played at Fenway. The recruiters also were given the opportunity at each game to go onto the field, meet the players and obtain autographs.

The Navy's connection with baseball is strong. Men of the Navy are often credited with having carried the game to every corner of the world and, most notably, to Japan where it caught on like a forest fire following World War II.

The connection goes even deeper. Many of the game's greats served in the Navy at one time or another during their prime years. In fact, so many ex-World Series stars, including Bob Feller, "Yogi" Berra, Stan Musial and Phil Rizzuto, served in Navy uniform, that the Navy recently made a list of the past players and dubbed it the first "All-Navy World Series All-Star Team." Of course Yogi, who played in more World Series than any other player, made the all-time All-Navy team.

Zeroing in on the historical in Boston, the Navy's oldest commissioned ship celebrated her 178th birthday just eight days after the Navy's 200th. Upon completion of her third major overhaul, USS *Constitution* was again berthed at the former Boston Naval Shipyard. However, she'll have company—a new museum bearing her name is located across from her berth.

The USS Constitution Museum, when completed at a cost of \$1.75 million, will reflect the significance of

"Old Ironsides" as a symbol of mariners and their contribution to freedom on the high seas. Once again the schoolchildren of Boston came to the aid of *Constitution*—and the museum. This time, the children contributed some \$5000 of the \$600,000 raised to date for building the museum. Labor unions, businesses and veterans' groups have been heavy contributors.

It was Boston schoolchildren who contributed their pennies and nickels in 1830 to save "Old Ironsides" when she was first rebuilt. They were stirred, then, by Oliver Wendell Holmes' poem "Old Ironsides." Schoolchildren again rushed to the ship's aid in the 1920s. Holmes' words continue to have impact:

"... Oh, better that her shattered hulk should sink beneath the wave; Her thunders shook the mighty deep, and there should be her grave..."

With the opening of the Constitution Museum, young people as well as old are expected to explore the past in even greater numbers during the Bicentennial year. The U. S. Navy's oldest commissioned ship, now augmented by its own museum, will continue to carry out its role of making history come alive.

GUAM

It was only natural that locations on the nation's east coast would vie with one another as places where the Navy began to grow—from Newport, to Boston, to Philadelphia—you name it. But there's one place far removed which has always claimed to be "Where America's Day Begins." Because of this, the Naval Supply Depot on Guam was quick to proclaim the command as the place "Where the Navy's 200th Birthday Celebration Begins" (see Taffrail Talk).

Others may claim historical events and dates. Guam hangs it all on the International Date Line—arguments put forward by others falter in the face of such logic.



Above: New England Minutemen and Navy families gather at Newport, R. I., where a replica of HMS Rose is berthed. Below: USS Constitution is shown during annual "Turnaround Cruise" in Boston Harbor. At right: As a salute to the Navy during the second game of the World Series in Boston's Fenway Park, a local Navyman, AA Carl C. Glencross, has the honor of throwing out the game ball. At left is Secretary of State Kissinger. Far right: The Navy's birthday celebration began on Guam with the raising of a 13-star flag provided by a Navy wife.

Guam began its week-long celebration with an initial ceremony held on the morning of 6 October. The command honored outstanding individuals serving at the Supply Depot including Senior Chief Storekeeper J. V.





nation's tricentennial. In the capsule are 35 items ranging from a listing of TV programs to a memory cell from the Supply Depot's computer.

Guam, by virtue of its time capsule, already has an edge on any future claim such as, "The place where the Navy's 300th Birthday Celebration Begins."

PHILADELPHIA

In Philadelphia they gathered at Carpenters Hall to commemorate the decision of the Second Continental Congress to form a Navy 200 years ago. Included in that observance was a one-act play, "The Maddest Idea: The Birth of the Navy," which featured experienced amateur actors from a city group. Written by Lieutenant Commander Thomas V. Gallagher, USNR-R, the play presented an accurate portrayal of the deliberations by members of the Congress, resulting in the founding of the Navy during the Revolutionary War.

Ceremonies included a performance by the U. S. Navy Band and an address by Assistant Secretary of the Navy for Manpower and Reserve Affairs Joseph T. McCullen, Jr.

The long-awaited opening of the area's new Naval Historical Museum at the Naval Base took place on



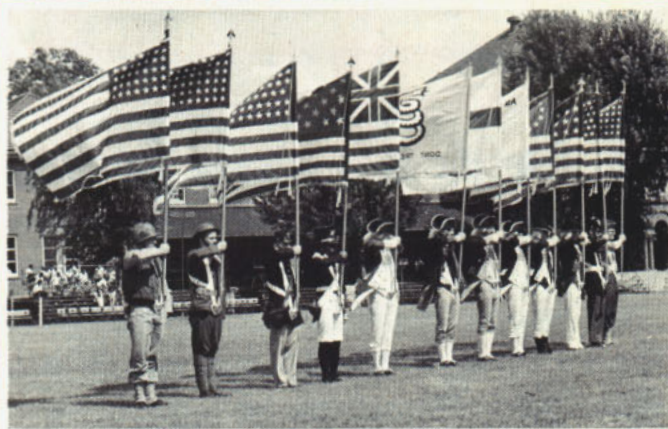
Cruz who received a letter of Commendation for his role in Operation Newlife, the evacuation of refugees from South Vietnam.

The Pacific Fleet Band was on hand and a 13-star flag was hoisted by a Navy wife. A Bicentennial flag also was raised by the depot's junior military man, Seaman Apprentice C. Dekat.

A proclamation was read and circulated throughout the command soliciting everyone's signature. It provided all—officers, enlisted people and civilian employees—an opportunity to "reaffirm their dedication to those ideals of honesty, integrity, loyalty and dedication to duty which is the legacy of our forefathers in the Navy Service."

The Supply Depot ended the birthday celebration by keeping an eye on the future while remembering the past. A time capsule was planted by those who had served longest at the command. It is scheduled to see the light of day again in the year 2075—during the





AMPHIBIOUS SQUADRON FOUR

Our Navy took its celebration to Europe as well. At Bremerhaven, Germany, visiting ships of Amphibious Squadron Four hosted a celebration aboard the squadron's flagship, USS *Coronado* (LPD 11). Among the invited guests were the mayor of Bremerhaven and the West German military commander in the area.

The squadron—including USS *Ponce* (LPD 15), USS *Boulder* (LST 1190) and USS *Newport* (LST 1179)—tied its observance to the fact that the very first operation of the infant American Navy in 1775 was an amphibious assault against New Providence in the Bahamas under Esek Hopkins.

Like those colonial ships, Amphibious Squadron Four also had Marines aboard which debarked upon arrival at Bremerhaven. They made up the 36th Marine Amphibious Unit, which took part in a NATO operation called "Tight Reins."

Coronado had the help of the U. S. Army in Europe, the Marines and even the diplomatic corps, to make the celebration on board a success and one appreciated by dignitaries in the German port. Besides the traditional cake cutting, the shipboard ceremonies included the reenlistment ceremony of a crewmember, Machinist's Mate 3rd Class Ellis L. Miller, who decided to make the Navy a career as it entered its third century of service to the nation and the free world.

13 October and featured remarks by John W. Warner, Administrator of the American Revolution Bicentennial Administration. The administrator also presented a bicentennial flag to Rear Admiral W. D. Toole, Jr., Commandant of the Fourth Naval District, thereby proclaiming the district as a Bicentennial Command.

A cruise of the Delaware River for invited dignitaries took place aboard the frigate USS *Vreeland* (FF 1068) and among the guests was a costumed "Benjamin Franklin." The role is regularly played by a local citizen in conjunction with "Philadelphia 76, Inc." and the city. The two-and-a-half-hour cruise began at Penn's Landing in downtown and ended at the Naval Base.

Afternoon and evening events included tours of exhibits at the new museum, USS *Intrepid* and the Marine Parade Ground. An "Evening Parade and Flag Pageant," with the Navy Band and the Sea Chanters, was conducted on the Parade Ground and concluded the Navy Day events.



TREASURE ISLAND

Less than a year ago, Treasure Island's Building One was known primarily as the headquarters of the Commandant, Twelfth Naval District. Today, it houses what is believed to be the country's largest mural and the only joint Navy and Marine Corps Museum concentrating on the dynamic history of both services in the Pacific.

The idea for the mural and museum evolved in December 1974 when Rear Admiral Martin D. Carmody, USN, then Commandant, Twelfth Naval District, began to explore Bicentennial project possibilities. It was suggested that the stark rear wall of Building One would make an excellent mural surface and the rotunda floor an appropriate display area. Enthusiasm and interest developed on all sides as the project came to its completion under the direction of Rear Admiral John T. Coughlin, USN, the current commandant.

Building One itself is an attraction. Built for the 1939 Golden Gate International Exposition, the art deco style structure was intended eventually to be the main terminal for San Francisco's airport which was to be built on Treasure Island. A world war and the Navy inter-

vened, however, and Treasure Island never became the airport site.

The Bicentennial project seemed simple enough to its enthusiastic originators. However, they decided that choosing an artist for such a large project required advice of experts. A panel of Bay Area art experts thus was chosen to assist in the artist selection.

"That wall looked as long as a football field when I first saw it," one of the art experts recalled. "It occurred to me at first that these people were extremely ambitious (and rather naive) when the complexities of such a project were considered, but I had to admire their courage. I wanted to assist," said Robert Whyte of San Francisco's Museum of Art.

Facing page, far left: Dignitaries and invited guests gather to celebrate the Navy's birthday at Carpenter's Hall in Philadelphia, where the 2nd Continental Congress voted to form a Navy on 13 Oct 1775. Top: Marine Corps Honor Guard and visitors await the formal dedication of Naval Historical Museum at the Philadelphia Naval Base. Bottom: As tradition dictates, the oldest and youngest crewmembers of USS Coronado (LPD 11) cut the first piece of the Navy birthday cake. Ship was visiting Bremerhaven, Germany, at the time. Below: Towering over the exhibits in the Navy/Marine Corps Museum at Treasure Island, is a huge mural, said to be the largest in the U. S., featuring historical incidents.



A nationally known artist, Lowell Nesbitt, was eventually chosen after much deliberation. He and a team of 12 artists working in two phases completed the mural in only two months. Nesbitt made use of improved technology to expedite the project.

Despite improved techniques, the process of turning a concave, plaster wall, 251 feet by 26 feet, into a graphic epic, was a mind-boggling project. Nesbitt was given a rough outline of the topic areas and events to be covered. After spending several days in Washington, D. C., with Navy and Marine Corps historians carefully examining some 3000 photographs, he finally settled on 57 to be used in his sketch. He then made a scale, 25-foot drawing containing the desired themes. It was actually a compilation of eight sketches, each divided into four parts.

The most complex aspect of the project, and perhaps the most interesting technically, was transcribing the sketches into their positions on the mural wall area. (The technique itself is a modernized version of a method used in Italian Renaissance mural paintings.) Each subdivision was projected onto a screen and enlarged to the correct size. The screen then was cov-

ered with paper and scanned with an electrified pencil which drew lines and punched holes into the superimposed paper. Once attached to the wall the perforated sheets were banged with bags of graphite powder which left a tracing by settling into the punched holes. By connecting the dots, similar to the procedure used in a child's dot-to-dot drawing, the mural sketch appeared on the wall—a centuries-old method, but improved somewhat by the electric pencil.

Officially opened 2 Oct 1975, the museum and mural have been proclaimed a success by the San Francisco Art Community. But perhaps more important than official acclaim was the project's effect on the people involved: from the young artists who assisted Nesbitt, to the elderly who contributed valuable artifacts and ideas, to active duty people of today's Navy and Marine Corps. On opening day, they all stood together as friends and toasted a job well done.

—Story by ENS P. J. Wappel, USNR

NEWPORT BIRTHDAY

No birthday wrap-up would be complete without mention of the Navy's long affiliation with Newport, R. I.

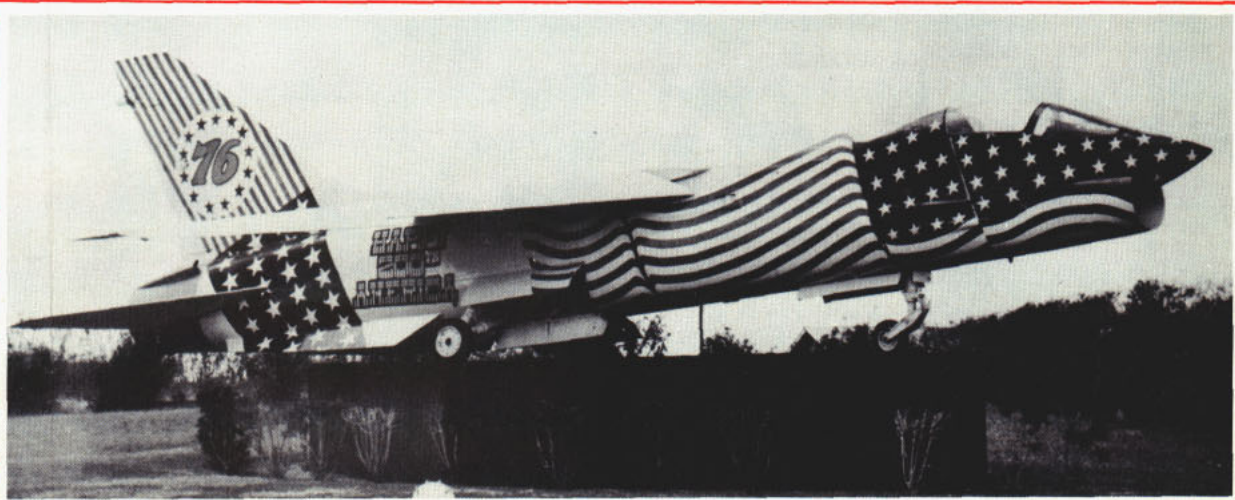
The Second Continental Congress, meeting in 1775, had authorized the Continental Navy's first ships. One was the sloop *Katy*—later named *Providence*—the first ship to set sail from Rhode Island to join the others being readied at Philadelphia.

A replica of *Providence*, John Paul Jones' first naval command, currently is being built in the Newport area. She is scheduled to visit the other 12 of the original 13 colonies during the Bicentennial year.

Also scheduled is a special dedication dinner and



At left: Sailors in earlier uniforms of U. S. Navy join in celebration aboard USS Green Bay (PG 101) during birthday ceremonies at Washington Navy Yard. Below: The men of the Aircraft Intermediate Maintenance Department at NAS Barbers Point drew up a birthday design for a new paint job for an F-8H Crusader which stands at station's main gate. Right: This Eleventh ND entry in Navy Birthday parade took top honors at San Diego. It was constructed by personnel from Amphibious Base at Coronado.



open house program for the \$4 million Armed Forces Reserve Center in the state's capital. The building will bear the name of Commodore Esek Hopkins, a Rhode Islander who was the Continental Navy's first commander-in-chief.

The 25th anniversary of the Officer Candidate School will be observed in the spring. It is one of seven schools operated by Naval Education and Training Command (NETC).

The biggest single event planned for 1976 is a week-long visit to Newport by the world-famous "Tall Ships '76." It's been predicted that an estimated 100,000 people will be flocking to Newport each day to see these ships.

The Naval War College will host the Fourth International Seapower Symposium in early July, and the College's Naval Command Course will hold the 25th reunion of its students.

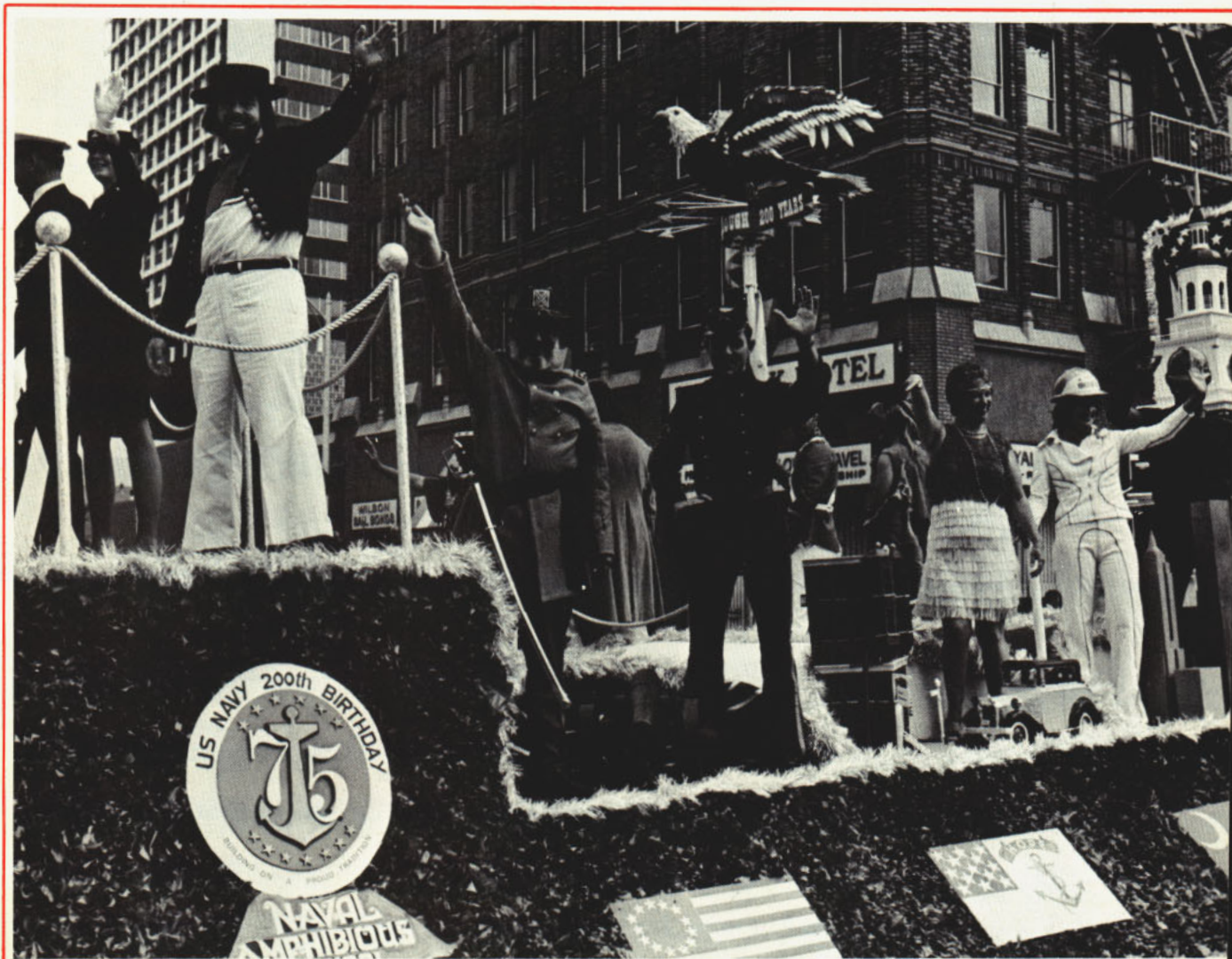
The Navy's 200th Birthday in Newport was centered around a special ecumenical memorial service featuring special music by the Navy Choristers and the Northeastern Navy Band. Birthday dinners were held at the

officers', chief petty officers' and enlisted clubs, while black-tie birthday balls took place at NETC's gymnasium-drill hall. Featured entertainer at the birthday balls was singer Helen O'Connell and music was supplied by the Navy Choristers and the Sea Chanters.

Other activities included public visiting aboard ships of Destroyer Squadron 28 and a memorial service at the graves of two prominent Newport-area (South Kingston) naval officers who were brothers, Commodores Oliver H. and Matthew C. Perry. There will also be a colonial sailing regatta, a special ceremony aboard the historic frigate (a replica) HMS Rose at King's Dock, Newport, and the opening of a Navy bicentennial exhibit at the War College.

On Navy's 200th birthday celebration, an evening "Concert by the Sea" was held on Dewey Field. Attended by about 3000 persons, it featured the Coast Guard's Concert Band, the Fife and Drum unit of the Continental Navy of the United Colonies of Newburyport, Mass., the Navy Choristers and fireworks displays.

—Frank C. Pritchard



Dear Navy, I am riding this because...

September 8, 1975

Dear Sirs,

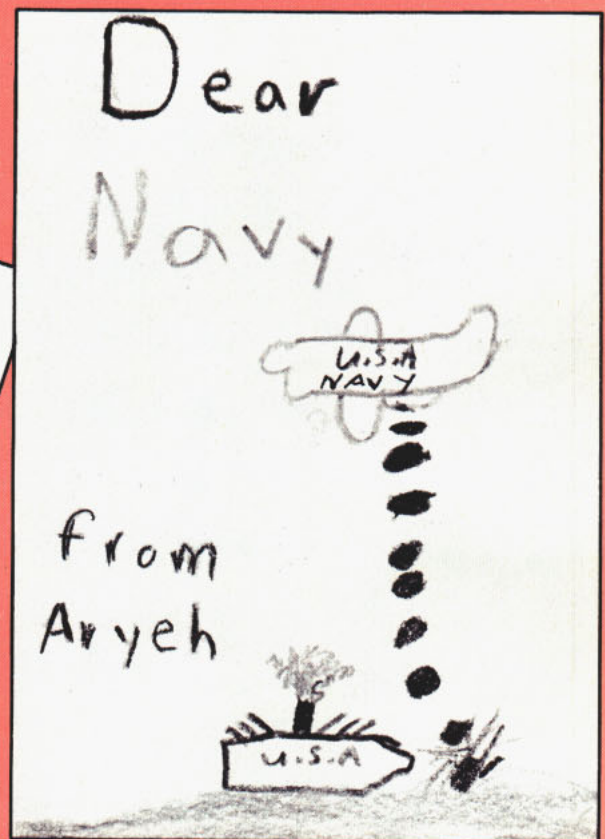
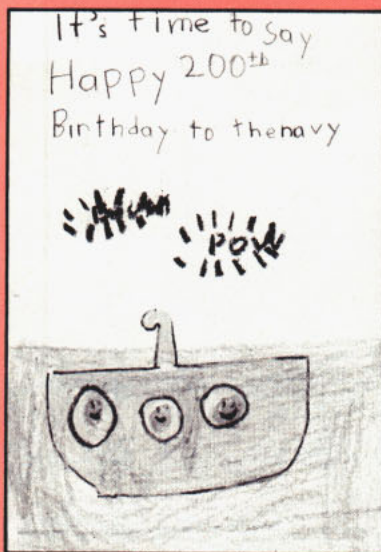
The second graders of Grandview school, North Caldwell, N. J., wanted to wish you a very Happy Birthday on your 200th.

They were very excited especially since we are also busy celebrating the United States' 200th Birthday.

I hope you enjoy the cards. I did not correct the spelling so you would enjoy them more.

Sincerely,

Donna Hirsch
2nd grade teacher



Dear Navy, I am riding this, becose it is the birthday of the Navy,
David,

Dear navy. your birthday is coming up and I hoep you have a good
time and I hoep you becomeo a hero. I Love you.

from Aryeh

Dear Navy. I jast wat to rit this litr I hope you have a happe 200 Birthday.
Love Ellen Rubrecht

To The Navys Fram Sandra.

Dear Navy. I hope you Have a Fun time at The Birthday and I Hope you Have a very nice 200th.

Dear Navy. I am ritghting this leter for your 200th Birthday
Love Mark Grade 2 Age 7 Terning 8 on Octoder 20

It's time to say Happy 200th Birthday to the navy
Dear navy. your Birthday has come I hope the navy will keep gioinging
FroMary Shiver

Dear Navy. I am Righting this Becouse it is your 200th Birthday
Carin Alphart

Dear Navy from Caroline
Dear Navy have fun at your birthday. I Love you

Dear Navy. I didnt know it was your 100th Bithday. I wish your wish comes true.

Laurie

Dear Navy. i am rithing this Letter becouse it's your 200th Birthday.
Jennifer Remington

Dear Navy. have a happy birthday
from Adam

Happy birthday navy. I hope you are having a good time there. My father went to the navy once. Have a good birthday byb
signd Maria

Happy Birthday navy I hope you have a fun Birthday
Susan Agesen

dear Navy Happy a Nice Birthday
John

Dear Nave I am writing this letter because its your 200 Birthday.
Kevin Boian

Dear Navy Happy birthday to you. I hope you have a very happy day. I like the navy. by by
Love Toy

Dear Navy I hope you have a nice time
Peter

Happy Birthday navy I heop you hav a nice time
JR

Dear Navy I am riting this becace it is your birthday and your turning 200 years old.
from Greg

Dear Navy. I hoep you have fun I wonerd how is going to win Happy Birthday I Love You
from Janet NunaMacher NJ

Operation SAIL

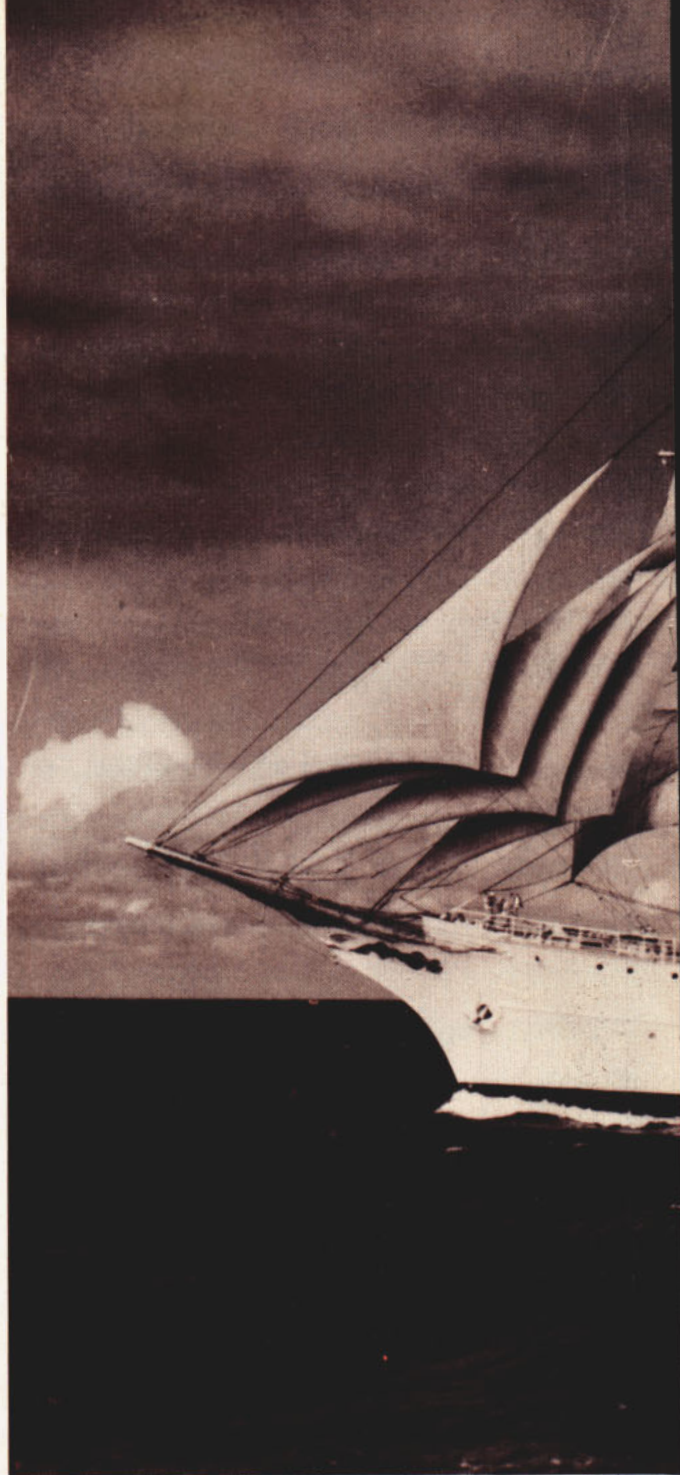
*Coming During
the Nation's
Bicentennial,
A Gathering of
Majestic Square
Riggers from
Countries All Over
the World.*

In seaports the world over, men and boys (plus a few young ladies) are preparing majestic sailing ships for Operation Sail. The event promises to be the largest gathering of square-riggers the world has seen in more than a century. Invitations to participate have been going out since May 1974 to the world's navies, merchant marine schools, marine museums and private owners. To date, 20 countries have accepted, promising more than 180 major sailing ships for the parade. Thirteen of these will be classic three- and four-masted windjammers measuring 200 feet or more.

Operation Sail is scheduled to take place in conjunc-

tion with an International Naval Review which will be held in New York Harbor on 4 Jul 1976, sponsored by the U. S. Navy. Officially designated "Operation Sail 1976," the event will be sponsored by the Operation Sail Corporation.

The "tall ships" committed so far are *Libertad* of Argentina, *Esmeralda* of Chile, *Danmark* of Denmark, *Gorch Fock* of West Germany, *Amerigo Vespucci* of Italy, *Nippon Maru* of Japan, *Christian Radich* of Norway, *Dar Pomorza* of Poland, *Sagres* of Portugal, *Juan Sebastian de Elcano* of Spain, *Gloria* of Colombia, the U. S. Coast Guard's *Eagle* (host ship), and the Phila-





UNITED STATES COAST GUARD

delphia Maritime Museum's *Gazela Primeiro*.

A nongovernment, nonprofit project, the Operation Sail organization includes well-known yachtsmen, retired Navy and Coast Guard officers, maritime officials and a growing crew of enthusiastic volunteers. Chairman is Emil (Bus) Mosbacher, Jr., former U. S. Chief of Protocol and twice successful defender of the America's Cup. General Manager is Frank O. Braynard, marine author and historian and one of the founders of Manhattan's celebrated South Street Seaport Museum.

Right now, says Mr. Braynard, the Operation Sail

organization rates two of its jobs as sharing top priority: to get as many of the world's dwindling fleet of windjammers as possible to participate, and to raise the substantial funds needed to cover logistical and hospitality costs for the event. The organizers hope to raise \$1,500,000 or equivalent services. If any funds are left over when the program is concluded, They will be turned over to maritime schools and marine museums, Mr. Braynard says.

Britain will play a major role in attracting ships to this maritime commemoration of the independence of her former colony. The British Sail Training Associa-



Above: A U. S. Navyman is allowed to climb the 150-foot mast of the Spanish training vessel Juan Sebastian De Elcano. (Photo was taken during an earlier visit by the ship to Pearl Harbor in 1972.) Photo by PH1 Carl R. Begy, USN. Right: A recent view of Juan Sebastian De Elcano. Facing page top: The Italian ship Amerigo Vespucci. Far right: Sagres II of Portugal.

tion is inviting sailing ships to make the ocean crossing to the "New World" in a series of sailing races.

The last of the racers are expected to arrive at Newport by 29 June. After a two-day program there, sponsored jointly by the British and American Sail Training Associations, the fleet will set sail for New York City. Most will proceed from Newport through Long Island Sound to anchorage in Gravesend Bay by the afternoon of 3 July. Ships too tall to pass beneath the Brooklyn Bridge (127 feet) will make their way westward off the southern shore of Long Island and make anchor at Sandy Hook, N. J.

The 4 July parade will begin at 1000 and will take four hours from the time the fleet's leader, U. S. Coast Guard's *Eagle*, gets underway. The fleet will sail up the Hudson River beyond the George Washington Bridge, which will mark the end of the processional route. During their journey, the sailing ships will pass in review before a group of distinguished visitors aboard a U. S. Navy aircraft carrier. In addition, more than 50 other U. S. Navy and foreign naval vessels are expected to be in the reviewing line. Topping it all off will be a spectator fleet consisting of more than 3000 pleasure boats.

After four days of Manhattan hospitality, the sailing fleet will divide into a number of smaller flotillas to pay Operation Sail calls at as many as 20 other U. S. cities before returning to their homeports. Among cities expected to host these visits are Boston, Philadelphia, Baltimore, Charleston, Savannah, Jacksonville, Miami, St. Petersburg, San Juan, Seattle and Honolulu.

SPAIN



This country's last naval review was held in Hampton Roads, Va., in 1957, honoring the 350th anniversary of the founding of Jamestown. About 70 ships representing 18 countries participated in the event. The last sail training ship review in this country, "Operation Sail '64," was held in New York City in 1964, in conjunction with the opening of the New York World's Fair.

It's not a turn-of-the-century sailing list, nor is it a museum exhibits catalog. It is, however, a roster of what may prove to be one of this century's most spectacular sights—Op-Sail '76. On 4 Jul 1976 these sailing vessels, ranging from full-rigged ships to sloop-rigged yachts, will slip majestically into New York harbor to help celebrate the nation's Bicentennial.

Argentina:

LIBERTAD
298 ft.

Full rigged Frigate
Naval Training Ship

Belgium:

ZENOBE GRAMME
93 ft.

Ketch
Naval Training Ship

Canada:

BLUENOSE II
143 ft.

Schooner
Nova Scotia Dept. of Tourism

BARBA NEGRA
95 ft.

Barquentine
Nicholson Yacht Charter

PATHFINDER
60 ft.

Brigantine
Toronto Brigantine Inc.

PLAYFAIR
60 ft.

Brigantine
Toronto Brigantine Inc.

ST. LAWRENCE II
59.8 ft.

Brigantine
Brigantine Inc. Ontario

Chile:

ESMERALDA
308 ft.

4-masted topsail schooner
Naval Training Ship

Colombia:

GLORIA
212 ft.

Bark
Naval Training Ship

Denmark:

DANMARK
252 ft.

Full rigged ship
Naval Training Ship

EVELYN
94 ft.

Schooner
Four Winds Trading, Ltd.

ITALY



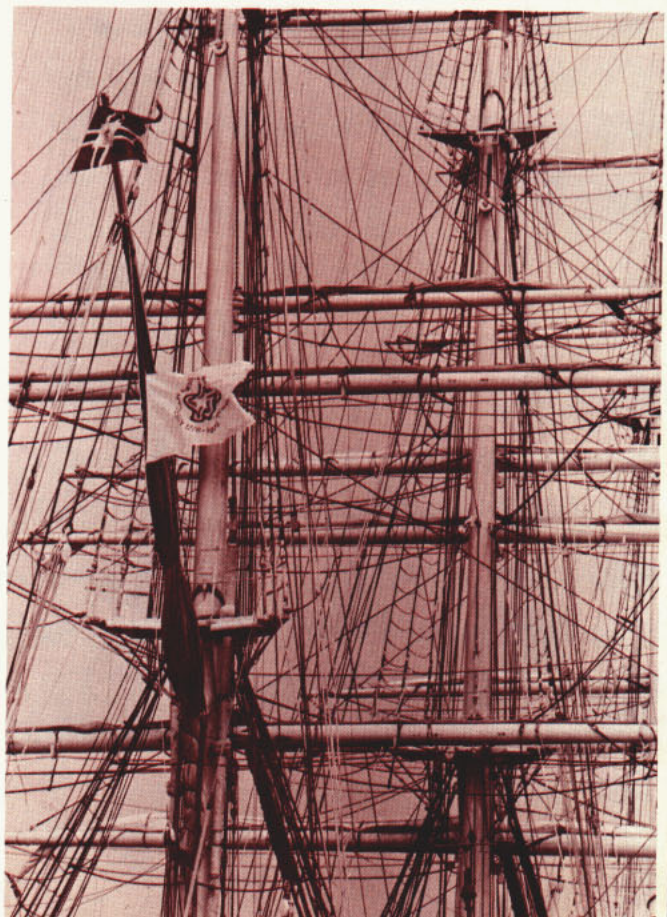
PORTUGAL



JAPAN



DENMARK



Above: Nippon Maru from Japan. Above right: Danish Government training ship Danmark. Right: Flags of Norway and the American Revolution Bicentennial Administration (ARBA) fly against a background of the rigging of Christian Radich. Photo by PH2 Terry Mitchell, USN. Facing page: Full view of Norway's Christian Radich, with crew members climbing in the rigging.

England:
HALCYON
 70 ft.
HOSHI
 71.9 ft.

EYE OF THE WIND
 106 ft.
SABRE
 55 ft.

Germany:
GORCH FOCK
 266 ft.
DUENNA
 48 ft.
 Plus 110 privately owned yachts of various sizes.

Ireland:
CREIDNE
 48.7 ft.

Holland:
GRIETJE
 56.3 ft.
JACOMINA
 49 ft.
NORSEMAN
 52 ft.
EENDRACHT
 117.9 ft.

Sloop
 British Merchant Navy
 Schooner
 Island Cruising Club, Devon, England
 Brigantine
 Private Group Ownership
 Yawl
 Royal Artillery Yacht Club

Bark
 Naval Training Ship
 Brigantine
 Chronik der Seefahrt

Bermudan Ketch
 Irish Sail Training Assoc.

Gaff ketch
 Private ownership
 Gaff ketch
 Private ownership
 Ketch
 Watersport "Twellegea"
 Topsail schooner
 Dutch Sail Training Assoc.

PHOENIX

Italy:
AMERIGO VESPUCCI
 333 ft.
STELLA POLARE
 70.5 ft.

Japan:
NIPPON MARU
 318.2 ft.

Norway:
CHRISTIAN RADICH
 237.9 ft.

Panama Canal Zone:
CHIEF APTAKISTIC
 53 ft.

Poland:
DAR POMORZA
 277.5 ft.
ZAWISZA CZARNY

Portugal:
SAGRES
 266 ft.

Spain:
JUAN SEBASTIAN DE ELCANO
 370 ft.

Brigantine
 Private ownership

Full rigged ship
 Naval Training Ship
 Bermudan yawl
 Naval Training ship

4-masted Bark
 Ministry of Transport

Full rigged ship
 Merchant Navy training ship

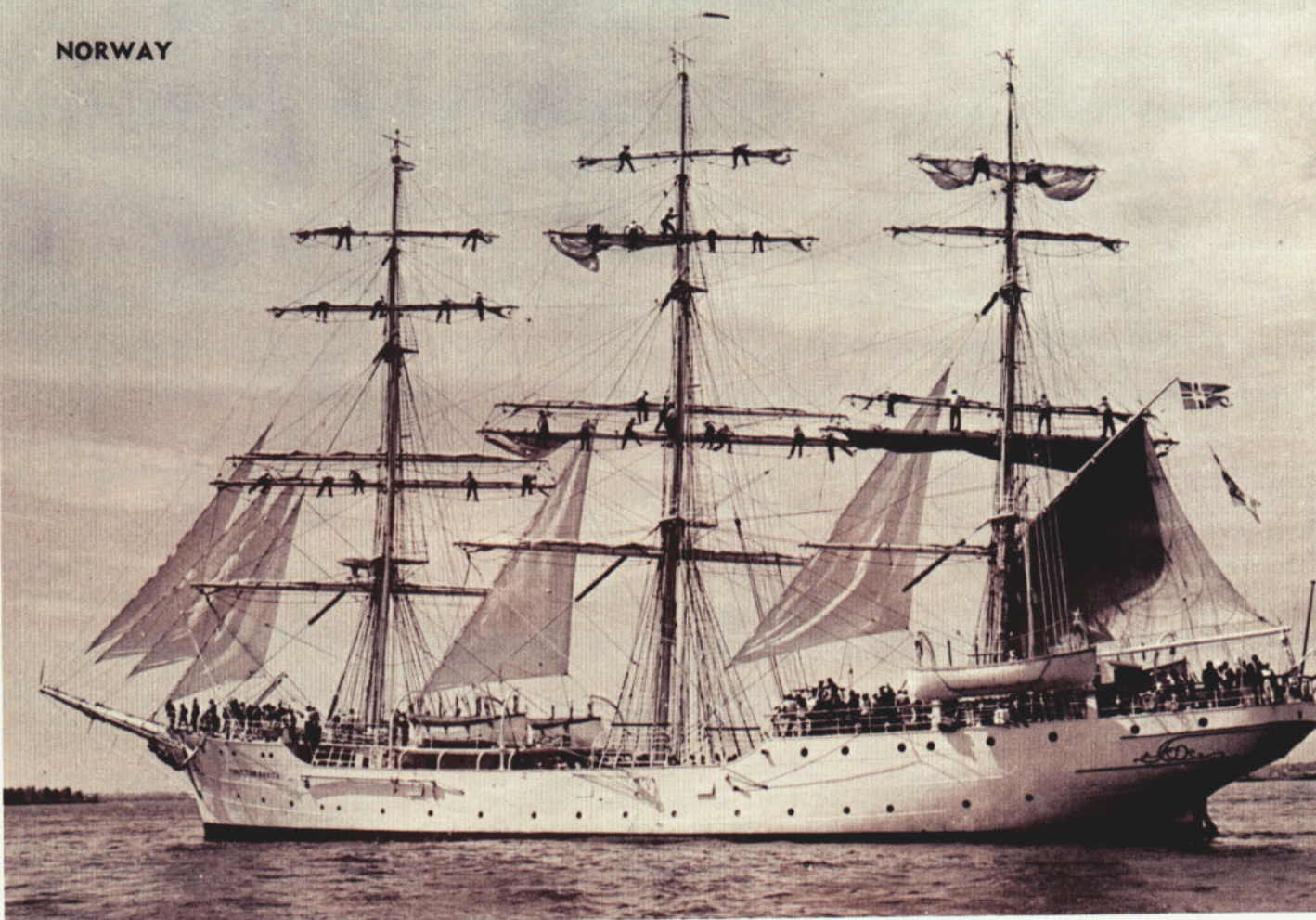
Schooner
 Sea Scouts of America

Bark
 Merchant Navy Training ship
 3-masted topsail schooner
 Polish Sea Scouts-sail training

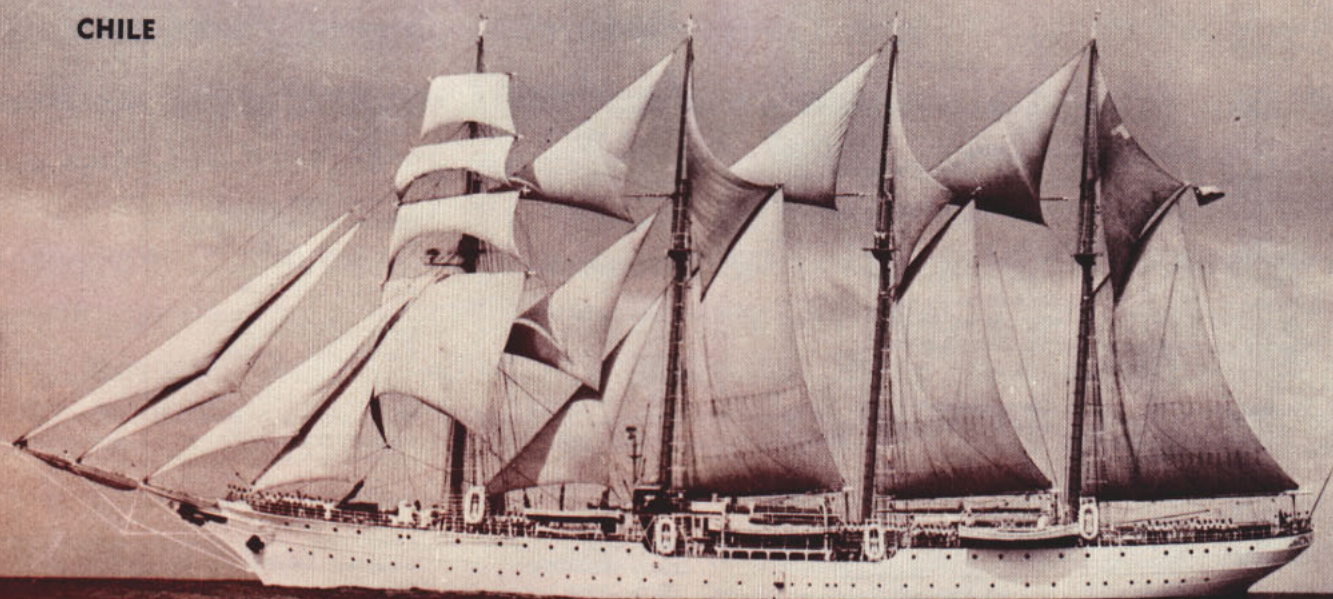
Bark
 Naval Training ship

4-masted topsail schooner
 Naval Training ship

NORWAY



CHILE



ITALY



GERMANY



Top: Esmeralda from Chile. Above: The Italian sailing ship Stella Polare. Right: Germany's Gorch Fock. Facing page: Gazela Primeiro, representing Philadelphia Maritime Museum, U. S. A.

Sweden:

GLADAN
112.5 ft.

United States:**EAGLE**

266 ft.

BILL OF RIGHTS

95 ft.

BLACK PEARL

38 ft.

CLEARWATER

85 ft.

FREEDOM

99.6 ft.

DOUBLE EAGLE

104 ft.

GALLEONS LAP

31 ft.

GAZELA PRIMEIRO**HARVEY GAMAGE**

95 ft.

HUDSON BELLE

42 ft.

MARY E

75 ft.

MYSTIC WHALER

83 ft.

PERSEUS

120 ft.

PRINCE LOUIS

97 ft.

PIONEER

57 ft.

PROVIDENCE

67 ft.

ROSEWAY

65 ft.

SHENANDOAH

100 ft.

TABOR BOY

88 ft.

UNICORN

94 ft.

WESTWARD

99 ft.

AMERICA

105 ft.

EFFIE MORRISSEY

93.6 ft.

ELISSA

150 ft.

PETREL

70 ft.

TIKI

85 ft.

BARBARA

72 ft.

ATLANTIC

185 ft.

TICONDEROGA

58 ft.

Gaff schooner
Naval Training ship

Bark

USCG Training ship

Schooner

Private ownership

Brigantine yacht

Barclay Warburton III, ASTA

Sloop

Hudson River Sloop Restoration

Schooner Yacht

Port of Baltimore Sea School

Schooner

Private ownership

Schooner

Sea Explorer Ship

Barquentine

Philadelphia Maritime Museum

Schooner

Dirigo Cruises

Gaff rigged schooner

Hudson Maritime Academy

Schooner

Private ownership

Schooner

Private ownership

Topsail Schooner

California fleet official entry

Schooner

California fleet official entry

Schooner

South St. Seaport Museum

Sloop

Seaport '76, Newport, R.I.

Sloop

Privately owned

Topsail schooner

Coastwise Packet Co.

Topsail Schooner

Tabor Academy

2-masted Brig

Jacques Thiry - Training

Staysail Schooner

Sea Education Association

Schooner

Kingspoint Maritime Academy

Schooner

World Travel Films

Bark

Galveston Historical Foundation

Racing Yawl

Privately owned

Schooner

Privately owned

Ketch

Privately owned

Schooner

The Schooner Atlantic Inc.

Gaffrigged schooner

Privately owned

PROBABLE ADDITIONAL PARTICIPANTS**England:**

SIR WINSTON CHURCHILL

135 ft.

U.S.S.R.:

KRUZENSHTERN

319.5 ft.

TOVARITSH

203.5 ft.

SEDOV

328 ft.

Poland:

POLONEZ

45 ft.

3-masted topsail schooner

Sail Training Association

4-masted bark

Merchant Navy Training

3-masted bark

Merchant Navy Training

4-masted bark

Merchant Navy Training

Racing ketch

Merchant Navy Yacht Club

UNITED STATES

1975 All-Navy Cartoon Contest

Navy artists were doing their thing again this year and doing it well. The 1975 All-Navy Cartoon contest was a rousing success with 10 contestants walking off with honors ranging from Hank Ketcham's cartoons to certificates and letters.

When Washington—George, that is—really is on the telephone, and the chiefs' mess is literally a mess, it may not sound very funny. Two Navymen took these ideas, depicted them in cartoon form and entered the results in the contest. When the judges finally stopped laughing, they agreed George and the chiefs' mess deserved top honors.

In honor of the Navy's 200th birthday, a special Bicentennial category was created for the 1975 All-Navy Cartoon Contest. Top three winners with the best bi-centennial-oriented cartoons received a personal letter from John Warner, former Secretary of the Navy and head of the American Revolution Bicentennial Administration (ARBA).

Placing first in the Bicentennial category was DP1 Robert J. Cree, from the Bureau of Naval Personnel. In second place is a familiar contestant, the first and second place winner from last year's contest, YNCS Gerald Avera, from NAS Memphis, Millington, Tenn. Chief Avera also picked up three honorable mentions in the Bicentennial category and two honorable mentions in the regular category this year.

HMC George P. Brines of the Naval Training Center, Great Lakes, was awarded third place and an honorable mention.

The other two honorable mentions in the special Bicentennial category were both submitted by DK2 Alan L. Berry, Navy Recruiting District, Minneapolis, Minn. Berry's cartoons also won him two honorable mentions in the regular category.

Taking top honors in the regular category was IS3 Stephen A. Wetzel of VA 52, NAS Whidbey Island. He, along with second place winner EW2 Robert L. Lewis of USS *Connole* (FF 1056) and third place winner DK2 Nemesio D. Hernandez of USS *Myles C. Fox* (DD 829) received original "Half Hitch" cartoon strips donated by ex-Navyman Hank Ketcham. Hernandez was also awarded an honorable mention for another of his cartoons.

Other Navymen receiving honorable mentions in the regular category were: CDR Lex L. Davis, CHC, U. S. Naval Construction Battalion Center, Port Hueneme, Calif.; CTA3 Robert Hobbs, Jr., Naval Security Station, Wash., D. C.; and DM1 E. E. Markham, Jr., Naval Technical Training Center, Pensacola, Fla. All of the winners in both categories received a certificate signed by Hank Ketcham.

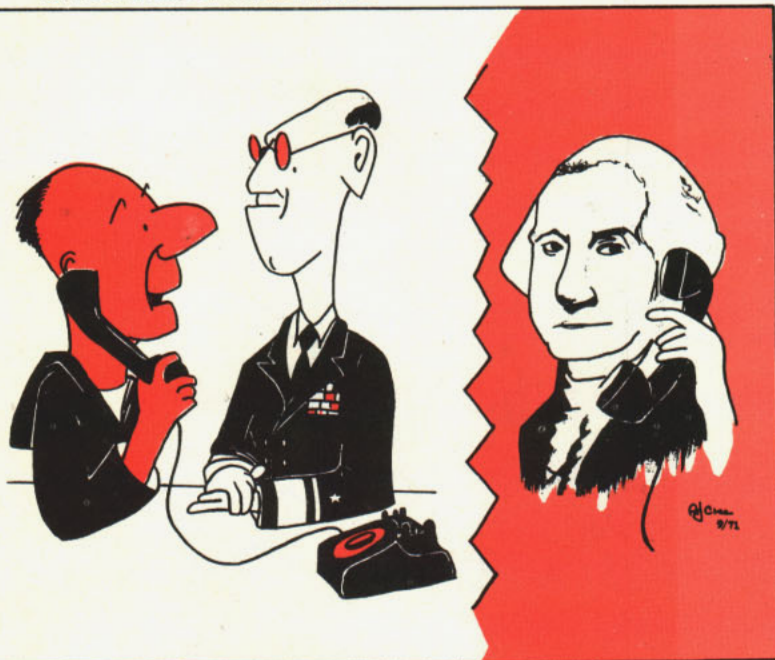
If you are interested in entering the 1976 contest, your cartoons will be welcomed. Deadline is 1 Oct 1976. All Navy personnel on active duty in excess of 90 days, and their dependents, may participate. You may enter as many cartoons as desired, but each must portray a Navy theme. Each drawing should be in black ink on 8-x-10½-inch paper or illustration board so the cartoon may be reproduced for publication. Even though your cartoon may not win a prize, it might still be used in ALL HANDS or various other publications.

Watch for details on the cartoon contest in future Navy News Briefs.

—JO2 D. Matthews

Bicentennial Winners

1st Place Winner DP1 Robert J. Cree



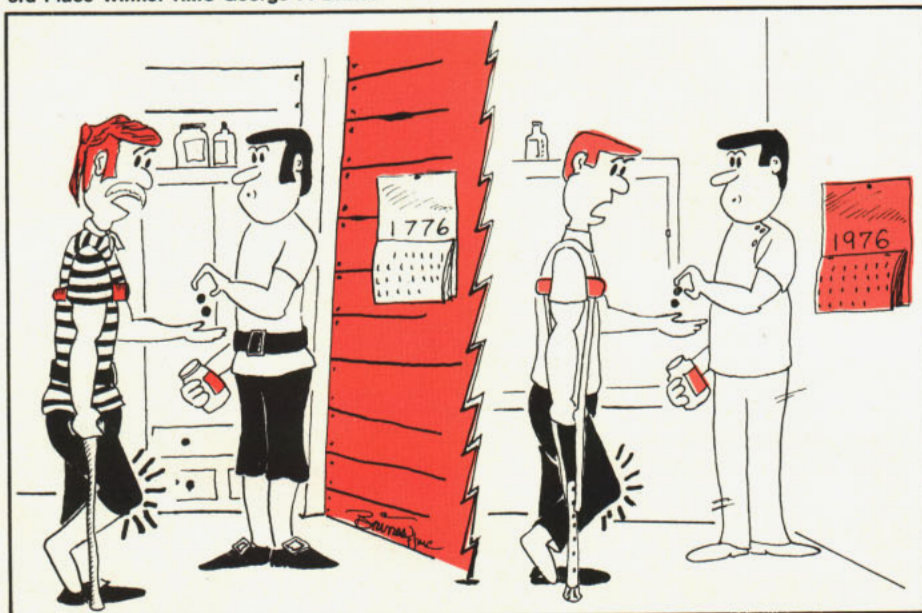
"... for you, Sir ... Washington calling ..."

2nd Place Winner YNCS Gerald M. Avera



"... and this year's 'Recruiter of the Year' award goes to ..."

3rd Place Winner HMC George P. Brines



"Take two aspirins, take two aspirins ... Is that all you corpsmen can say?"

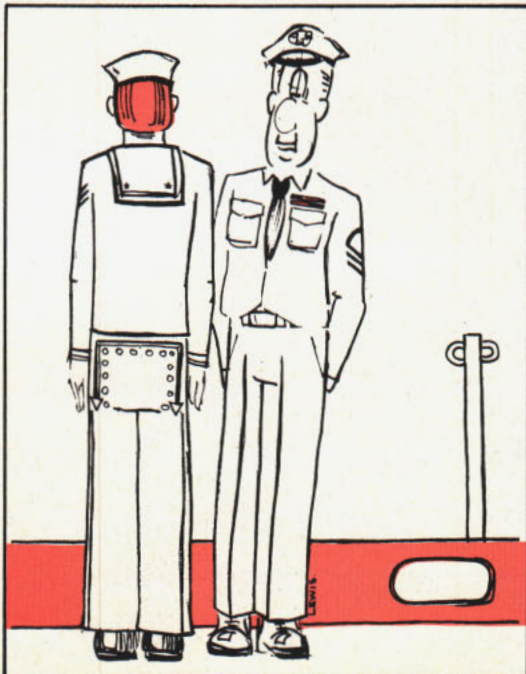
General Category Winners

1st Place Winner IS3 Stephen A. Wetzel



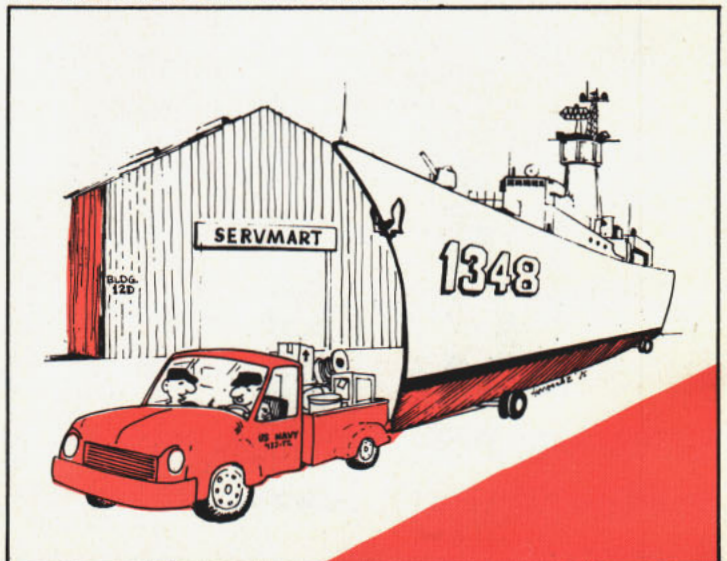
"I'm sorry, Sir ... but this is the only chiefs' mess that I know of ..."

2nd Place Winner EW2 Robert L. Lewis



"... In a hurry this morning, Dilbert?"

3rd Place Winner DK2 Nemesio D. Hernandez

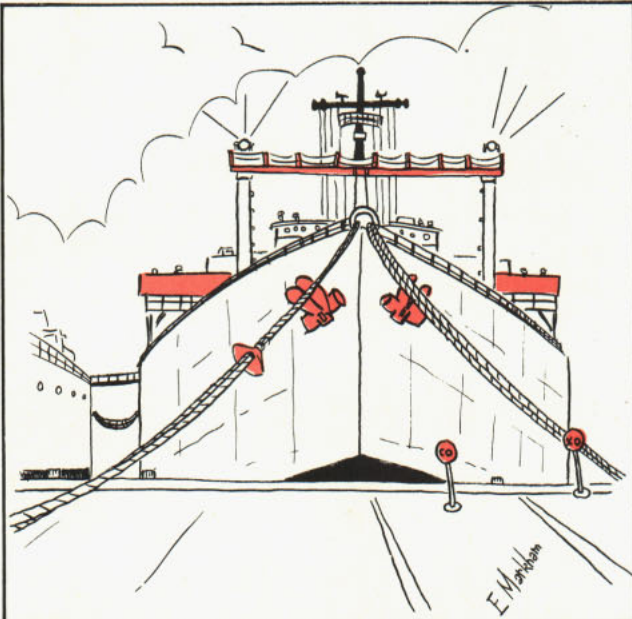


"Are you sure the supply officer wants a DD-1348?"

ALL HANDS

Honorable Mentions

DM1 Edwin E. Markham, Jr.



"Now hear this; due to the fuel shortage we will simulate our forthcoming Med cruise. . ."

YNCS Gerald M. Avera



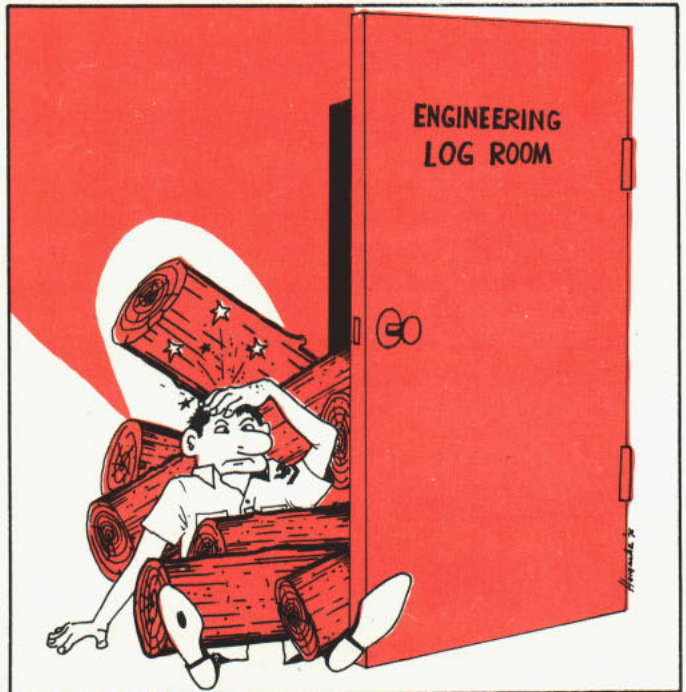
"Somebody in Philadelphia cracked the Liberty Bell and scutbutt has it that we get no more liberty until it's replaced."

DK2 Alan L. Berry



"Where will we get paid from now on?"

DK2 Nemesio D. Hernandez



Honorable Mentions (continued)

YNCS Gerald M. Avera



"J-GRAM III . . . Effective immediately, shoes are no longer optional; they are required . . . thus the uniform will be complete and there will be no more uniform changes."

DK2 Alan L. Berry



"XO, I don't really believe that when the admiral stated we would go back to the 'old Navy ways' that he meant we would go *that* far back."

DK2 Alan L. Berry



"Engineering? . . . Son, our engineering is quite simple to work with, as long as you know how to man an oar."

HMC George P. Brines



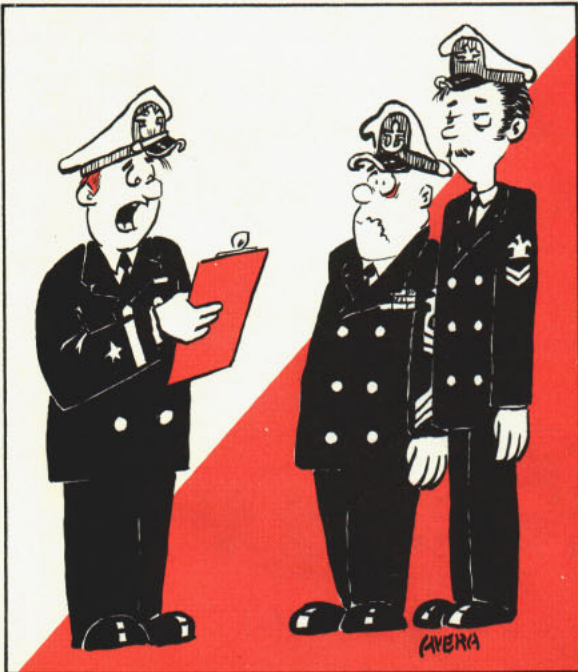
"Oh, no! . . . they've changed our uniform again."

YNCS Gerald M. Avera



"Make a note to rescind that order on wearing name tags."

YNCS Gerald M. Avera

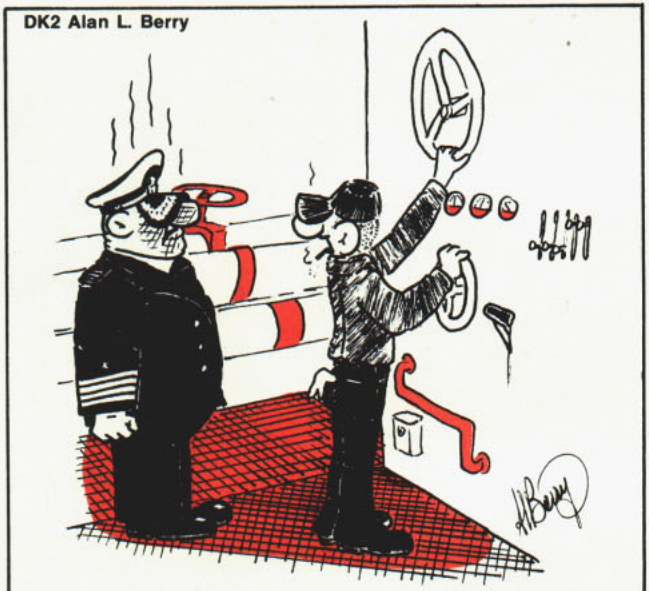


"In order to present a more uniform appearance, effective 1 July, all hands will be six feet tall and weigh 170 pounds."



"Here it is . . . the middle of July and it's still snowing because the commandant of this district hasn't authorized summer yet . . ."

DK2 Alan L. Berry



"Don't let the chief see you standing around like that, because the new CO is pulling a surprise inspection. So, grab a rag and at least look busy."

CDR Lex L. Davis (CHC)



"Ship's rule . . . No smoking in a magazine area."

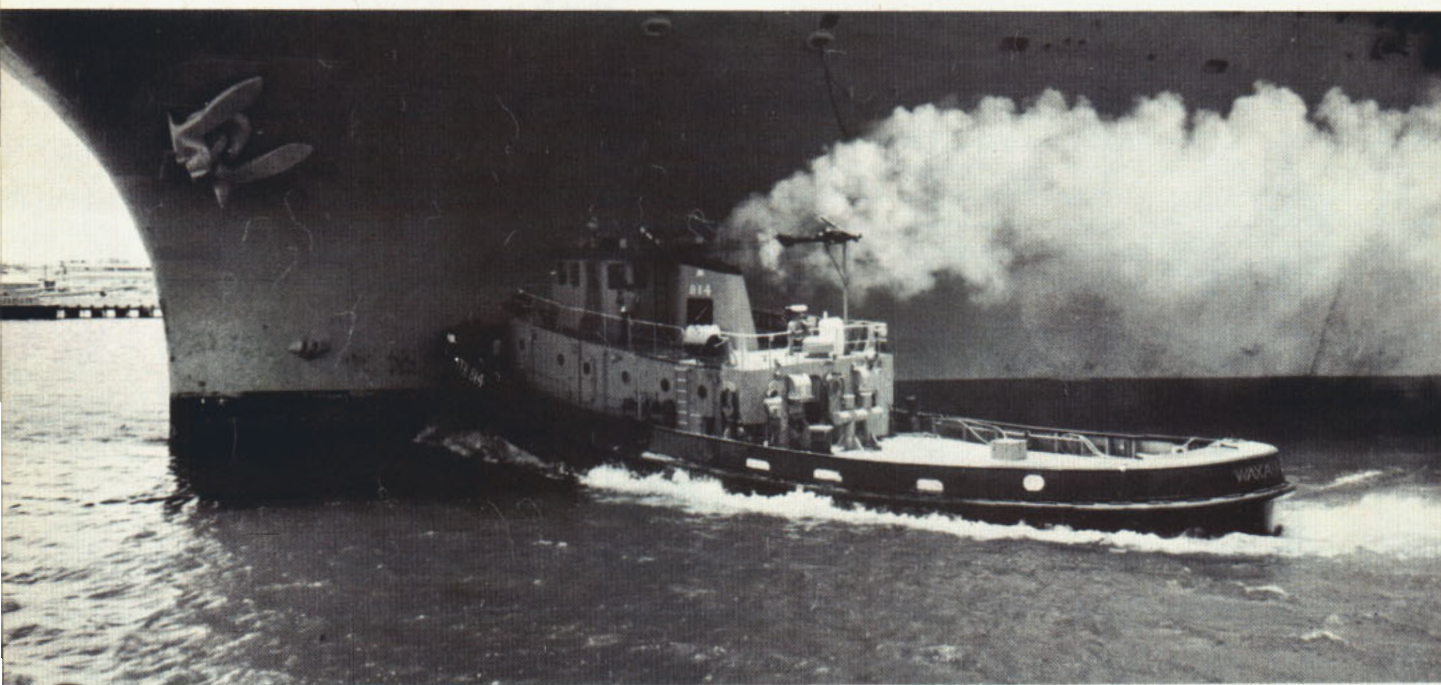
YNCS Gerald M. Avera



"He says it's Summer Dress 'X-Ray' . . . Before you put him on report, you'd better check the morning message traffic."

IN THE WAKE OF WAXAHACHIE

Right: Engineman 1st Class John Stump, ship's operator and chief engineer, steers the yard harbor tug Waxahachie (YTB 814). Below: Waxahachie helps guide the aircraft carrier USS Kitty Hawk (CV 63) to the pier in Pearl Harbor. Facing page top: The tug's mascot, Cognac, keeps an eye on things as Waxahachie comes into berth. Bottom: Waxahachie heads out for another day's work in Pearl harbor.





Waxahachie is small compared to some of the aircraft carriers she helps maneuver, but what she lacks in size, she makes up in strength.

The Navy yard tug *Waxahachie* works with merchant vessels, fuel barges and Navy ships of all types at the naval station in Pearl Harbor, Hawaii. She helps them in and out of the harbor and from berth to berth, or nudges fuel barges in position beside ships in need of fuel. With her 2000-horsepower engine she can tow an 80,000-ton ship, or push against a ship's bow to guide her through the harbor channel or up to a mooring berth.

Her close-knit, nine-person crew, and a dog named Cognac, is supervised by Engineman 1st Class John Stump. If needed to fight a fire, *Waxahachie*'s fire pump and two on-deck nozzles can spray 1000 gallons of water per minute to a height of 80 feet and a distance of 120 feet.

Built in Sturgeon Bay, Wisc., *Waxahachie* was placed in service 20 Dec 1971. She is one of five yard harbor tugs at Pearl Harbor.



from the desk of the **Master Chief Petty Officer** of the Navy

The methods and the art of communication have improved significantly since the days of singing minstrels, smoke signals, and carrier pigeons.

Our federal government and private industry have spent billions of dollars to develop and perfect a modern electronic communications system which permits instantaneous contact with other people throughout the world.

Since we now have an advanced system of electronic communications, it seems strange to me that we are often unsuccessful when we attempt to communicate with one another through face-to-face conversation. It's unbelievable—but

true—that in the most basic forms of communication, we are often unable to relate our thoughts to one another.

Needless to say, this inability to communicate effectively could adversely affect the day-to-day operations of our Navy. People-to-people communication is an important factor in the overall readiness of our forces afloat and ashore.

Open and candid conversation between the seaman and the petty officer, the petty officer and the chief, the chief and the officer are necessary to maintain a smooth-operating chain of command. Yet, such conversations often fail to materialize, and if they do, the failure to communicate properly often creates misunderstandings and hard feelings.

That's why I feel so strongly that the ability to communicate effectively is the key to nearly all interpersonal relationships and is the master key to an effective and efficient organization such as the Navy.

In my estimation, many of the misunderstandings we have during face-to-face verbal exchanges occur because: (1) we fail to consider the other person's "frame of reference;" and (2) we fail really to listen to the other person.

An individual's frame of reference is a composite of that individual's background, experiences, attitudes, prejudices, and environment. When a person expresses his thoughts and desires, he speaks through his frame of reference. The problem is that the listener interprets or perceives the message through his or her own frame of refer-

Energy Hints

Though many of us have learned to live with it, the Energy Crisis continues to be real and there's little hope that it will abate—even disappear—in the near future. It's well to bone up every now and then on ways to conserve energy, especially electricity, in the home and at work. Below are some helpful hints listed by the Federal Energy Administration which, when taken in conjunction with material published by ALL HANDS in March 1974 on the same subject, will act as a reminder on further ways to conserve electricity in our day-to-day living. Here then are still more ways to save electricity:

In the Home

- Set heating thermostat at 65 to 68 degrees during the day and 60 at night. Set cooling thermostat at 78 to 80 degrees.
- Set thermostats on hot-water heaters as low as possible.
- Install insulation, storm windows and storm doors;

ence and very often receives a meaning entirely different from the one intended. The message sent is not the message received. Thus, a gap has been created, and there is a failure to communicate.

Listening is also very important to the communication process. How often have you listened



MCPON Robert J. Walker, USN

to words, but because your mind was elsewhere, you realized you missed the meaning of the words? Proper listening is an art and should not be considered a casual thing. It takes concentration—the same type of concentration required to get the full meaning from words in a book.

There are some things we can do individually to solve problems of communication. First, we must recognize that the person we are communicating with has a point of view which is probably different from our own. We must understand "where a person is coming from." We cannot change an individual's frame of reference, nor would we want to do so. But, we must recognize that such a frame of reference exists.

A second step would be to concentrate our efforts on listening to the other person's point of view. A person's point of view is extremely important (especially to that person); therefore, we should listen closely to ascertain what that person really feels or believes. Proper listening takes practice and a conscientious effort. But, if we train ourselves to become good listeners, then we will become better communicators.

And, if we can communicate successfully in our day-to-day working relationships, then job satisfaction, team efforts, safety, and operational readiness will improve.

Because effective communication is the sinew of a much broader goal—effective leadership—I challenge every Navy enlisted member to seek to improve his or her communication skills and practice these skills every day.

weather-strip and caulk all doors and windows.

- Wash clothes in warm or cold water whenever possible.
- Minimize use of hot water.
- Take less time in the shower (wet down-soap down-rinse off).
- Line-dry clothes whenever possible.
- Turn off lights when leaving the room.
- Reduce or eliminate ornamental lights except on special holidays or festive occasions. Turn off other lights when decorative lights are on.

Government Buildings

- Turn off lights when leaving the office for even a few minutes.
- Reduce lighting in all buildings to federally recommended minimum levels of illumination—50 footcandles at work stations (i.e., desks), 30 footcandles in work areas, and 10 footcandles in nonwork areas (i.e., hallways and corridors).

- Reduce hours of operation of street lighting.
- Turn off unused office machines and shop equipment.
- Reduce use of outside air to a minimum. During nonbusiness and nonoffice hours shut it down if possible. This conserves energy in both winter and summer.
- Where safety permits, reduce lighting in noncritical areas as parking lots.
- Turn off nonessential and decorative floodlights; turn off all lights at night and check into the possibilities of having janitor service performed during regular working hours.

Maintenance-Industrial Areas

- Turn off idling electrical machinery and process heating equipment as much as possible.
- Perform maintenance (and janitorial) services during regular working hours.
- Properly insulate process heating equipment, storage tanks and lines conveying liquids.

- FULL SEA MANNING PLAN MOVING AHEAD ON SCHEDULE

The Fleet Readiness Improvement Program, approved in August, is on target. The plan calls for 100 per cent manning at sea by transferring 6000 petty officers to afloat billets by mid-1976.

Several actions have already been completed by BuPers. Overtoured personnel ashore, to be returned to sea, have been identified and parent commands have been notified of broad transfer guidelines. In addition, each command has received (or will receive) a follow-on letter listing individuals affected and their new projected rotation dates (PRDs).

BuPers Notice 1306 of 31 Oct 1975 gives revised sea/shore tour lengths by rate and rating and includes an explanation of the phased adjustment of PRDs. As with the overtoured personnel, commanding officers having personnel whose PRDs will be changed by this notice, will receive a letter listing each individual and his new PRD. Every effort is being made by BuPers to provide both the individual and his command as much advance notice as possible.

The BuPers Notice also encourages those personnel who are essentially not affected by the above actions to extend voluntarily at sea or terminate shore duty for orders to sea. The minimum sea extension restriction has also been reduced from 24 to 12 months. Actual order writing has already commenced, and the first transfer to sea is scheduled for February. Interested personnel should contact their personnel office for further information.

- COMMITTEE TO SELECT HOSPITAL CORPSMEN FOR 'C' SCHOOLS

A permanent committee has been established to select hospital corpsmen for "C" school training in order to increase competition among applicants. In the past, students were chosen on a "first-come" basis. The committee is composed of representatives from the Bureau of Medicine and Surgery, the Health Sciences Education and Training Command and the Bureau of Naval Personnel. It will meet quarterly to screen all "C" school applicants. It recently convened to select hospital corpsmen for classes in July, August and September 1976.

- EMERGENCY LEAVE POLICY CHANGED

Navy personnel are now eligible for emergency leave in circumstances involving the immediate family of their spouses. This includes spouses' parents, legal guardian, children, brothers and sisters or an only living relative. Previously, emergency leave was granted in circumstances involving only the member's immediate family.

- LEADERSHIP/MANAGEMENT TRAINING SITES INCREASED

The two-week-long leadership and management training course offered by the Chief of Naval Education and Training has been expanded from four to 13 sites. For the last two years it has been taught in Newport, Coronado, Little Creek and New London. New sites include Pearl Harbor, San Diego, Norfolk, Great Lakes, Memphis, Pensacola, Corpus Christi, Charleston and Mayport. The course covers management principles and techniques, communi-

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cations theory, decision making, problem solving and human resource development. It is open to petty officers E-6 through E-9, and warrant and commissioned officers through O-4.

- WINNERS NAMED IN ALL-NAVY TALENT CONTEST

Seaman Edwin Posey, Naval Support Unit, HQ, AFSOUTH, Naples, Italy, won the 1975 All-Navy Talent Contest held recently at NAS Corpus Christi, Tex. SN Posey, who sang "Mandy" and "Cabaret," was selected over 17 other acts by a panel of six judges.

Runner-up in the competition was Lieutenant Donald A. Schramm, CNATECHTRA, representing the Sixth Naval District. He sang "They Call the Wind Mariah" and "The Impossible Dream."

Last year's winner, Chief Machinist's Mate James L. Berry, USS Kamehameha (SSBN 642), representing the Third Naval District, took third place.

- 10TH SPRUANCE-CLASS DESTROYER CHRISTENED

Oldendorf (DD 972), the 10th Spruance-class destroyer, was recently christened in ceremonies at Pascagoula, Miss. The ship is named for the late Admiral Jesse Barrett Oldendorf who won the Navy Cross for heroism in the Battle of Surigao Strait in October 1944. ADM Oldendorf commanded the task group which trapped and defeated the strong Japanese Southern Naval Force. His plan called for U. S. battleships to "cap the T" of the advancing enemy column in order to concentrate broadsides against each Japanese ship in turn as it came into range. This action marked the last naval engagement in which a battle line was used.

- VT-26 TAKES 1975 CNO AVIATION SAFETY AWARD

Training Squadron 26, NAS Chase Field, was recently awarded the 1975 CNO Aviation Safety Award. In achieving this honor, VT-26 flew more than 25,700 accident-free hours in FY 75, more than any other jet training squadron in the Navy. In addition, during the last 29 months of intensive jet training operations, the squadron had amassed more than 65,000 accident-free hours. This is the second consecutive year VT-26 has won the award.

The CNO Aviation Safety Award is presented annually to selected Navy commands in recognition of outstanding contributions to combat readiness, high morale and economy of operation through safety.

- QUALITY CONTROL FOR REENLISTMENTS REVISED TO MEET CURRENT MANNING NEEDS

Changes were recently made to the Reenlistment Quality Control Program in order to meet current manning needs. The adjustments, outlined in BuPers Instruction 1133.22D, establish the number of years an individual may serve based on his rate, the Career Reenlistment Objectives Group (CREO) of his rating and his years of active service at the time of reenlistment.

Previously, reenlistment criteria were applied at the point of first reenlistment, at 20 years and at 23 years. Under the new system, the criteria will be applied at the first reenlistment, 20, 21 and 27 years.

For a first reenlistment the member must be a petty officer or, if

an E-3, must have passed an advancement exam and be recommended for advancement, or previously have been a petty officer and be recommended for advancement. Commanding officers may also now authorize a probationary extension of 12 to 24 months to allow an individual to pass the E-4 exam. If the exam is not passed by the end of the probationary extension, he will be separated and not be eligible for reenlistment.

For second or subsequent reenlistments, personnel E-4 or below will not be eligible for continuation beyond 20 years. For service beyond 21 years, individuals must be chief petty officers (or an E-7 selectee) unless they fall into specific eligible CREO groups.

E-5s in CREO group A (less than 75 per cent career manned) may stay in up to 30 years. E-5s in CREO group B (between 75 and 89 per cent career manned) may stay in up to 27 years. E-6s in CREO groups A and B may stay in up to 30 years.

E-7s will now be eligible for continuation only up to 27 years unless they are in CREO group A or B.

E-8s and E-9s may stay on active duty up to 30 years. Special request to remain on active duty beyond 30 years must still be made.

● NAVY RESEARCH OFFERS BICENTENNIAL SLIDE SHOW

The Office of Naval Research has put together a 20-minute slide and script presentation entitled "Building on a Proud Tradition." It portrays naval technological advances from David Bushnell's Turtle to astronauts strolling on the moon. It tells how research is related to the progress of the country and directly benefits the people it serves. Copies of this presentation have been distributed to all naval research activities, Reserve units and companies. It also can be made available to other commands by sending a request to Office of Naval Research (Code 730), Arlington, Va. 22217.

● HISTORICAL ARTIFACTS OF NAVY MEDICAL DEPARTMENT SOUGHT

The director of the Navy Memorial Museum in Washington, D. C., is planning an exhibit of pertinent historical artifacts of the Navy Medical Department. Commands and individuals holding artifacts of historical significance of the Medical Corps, Dental Corps, Nurse Corps, Medical Service Corps and Hospital Corps that are willing to donate or loan these items to the Navy Memorial Museum, particularly during the observance of the Bicentennial, should notify the Curator for the Department of the Navy, c/o Navy Memorial Museum, Bldg. 76, Washington Navy Yard, Washington, D. C. 20374. Articles should be described by name of item, historical period and place of manufacture or use, if known. The holders of the artifacts should also indicate their willingness to lend or donate the items.

● A GREAT CAREER ENDS AS USS HANCOCK MAKES FINAL DEPLOYMENT

When USS Hancock (CV 19) returned recently to Alameda she ended her 17th and final deployment. The award-winning veteran carrier is scheduled for decommissioning this year. During her final deployment the ship participated in the evacuations of South Vietnam and Cambodia.

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and performed an important role in the rescue of SS Mayaguez. In 31 years of active service more than 195,000 arrested landings were made aboard.

During World War II she received the Navy Unit Commendation and four battle stars for action in the Pacific. Her first taste of battle came on 10 Oct 1944 when her planes attacked Okinawa airfields and shipping. They also participated in the battle to retake the Philippines and attacks on the Japanese mainland. In the closing months of the war, she withstood a kamikaze attack when a suicide plane crashed into her flight deck, killing 62 of her crew.

During the Vietnam conflict Hancock earned three more Navy Unit Commendations and three Meritorious Unit Commendations.

● ANCHORS TURN TO GOLD AT 14 NAVY COMMANDS

Atlantic Fleet Golden Anchor Awards for FY 75 were recently presented by CinCLantFlt to 14 units. The awards are presented annually for command support, management and team efforts in promoting the Navy's retention program. Winning ships are authorized to paint their anchors gold.

Winners ashore are: ComNavAirLant, Norfolk, third echelon command category; NavSta Roosevelt Roads, Puerto Rico, large shore base; NAS Patuxent River, Md., and Tactical Electronic Warfare Squadron 33, of Norfolk, both in the small command category.

USS Shark (SSN 591) and the blue crew of USS John Adams (SSBN 620) won in submarines.

Top honors for aircraft carriers went to USS Independence (CV 62). Fighter Squadron 11, NAS Oceana, Va., and Air Antisubmarine Squadron 22, Cecil Field, Fla., were named best deploying squadrons.

Surface ship awards went to USS El Paso (LKA 117), large ship category; Sampson (DDG 10), medium ships; and USS Nipmuc (ATF 157), small ships.

Two special awards were presented to USS Canopus (AS 34) and MCB 74.

● NAVY AIR TERMINALS TO BE MANAGED BY NEW NAVY SPECIALISTS

The new enlisted classification Air Transportation Specialist (NEC SK-2821), was recently created to improve the management of Navy air terminals. Members will be chosen from the storekeeper rating and will receive training in cargohandling, passenger handling and transportation regulations. Their duties will include cargo packaging, cargo selection, operation of material handling equipment, documentation, aircraft loss planning and the management of all passenger and cargo operations. In addition, these specialists will be fully trained to handle cargo moved by truck, rail or water and will thus be qualified for any fleet transportation billet.

● LAMPS EXPANDS AS TWO NEW SQUADRONS ARE ESTABLISHED

Two more Light Airborne Multipurpose System (LAMPS) helicopter squadrons were recently established to bring the total to six operational and two training squadrons now with the active fleet. The new squadrons are HSL-37 at NAS Barbers Point and HSL-36 at NavSta Mayport.

Seventh Fleet's Money Man

He hands out about \$15 million a month, maintains \$5 million in a local bank and over \$700 thousand in Filipino pesos in another bank account. There's usually a sizable amount under careful guard in a station safe which is also his responsibility.

Of the millions he handles monthly, he keeps tabs on every penny and each transaction as though it were his own. Chief Warrant Officer Richard C. Ruffing is disbursing officer for the U. S. Naval Base Subic Bay, Republic of the Philippines. "My job," he says, "allows little room for mistakes."

The majority of the dollars for members of the Seventh Fleet in the Western Pacific first arrive at Ruffing's disbursing unit. There 45 men and women work to disburse millions of dollars to thousands of people from one of the Navy's largest disbursing facilities outside of the United States.

"Here we provide cash for all ships operating in the Western Pacific that transit in and out of Subic Bay. We maintain payrolls for all sailors and Marines in the Philippines, base-employed U. S. Civil Service employees, and local-hire citizens," says Ruffing. Funds for the peso payroll alone average a gross disbursement of \$17 to \$20 million monthly.

The facility services more than 8000 pay records. It is the central money distribution point for 95 different military activities, providing money for more than 21,000 people.

In addition to payrolls, the disbursing office provides payment for more than a thousand vendors including contractors and food suppliers. It also maintains control over three sub-offices located at the Naval Communications Station in San Miguel, the Naval Air Station at Cubi Point, and the Naval Security Group at Clark Air Force Base.

A former hospital corpsman, Ruffing received his appointment in the Supply Corps in 1969. He has served as a disbursing officer for the past four years.

During his service as a corpsman, Ruffing worked his way up from seaman recruit to master chief petty officer. He received training in basic medical aid and treatment, administration and supply, and personnel management.

Ruffing's personal goals are to serve the Navy, and to provide comfortably for himself, his wife Sammie, and daughters Patricia 9, Rachael 4, and Jennifer 3.

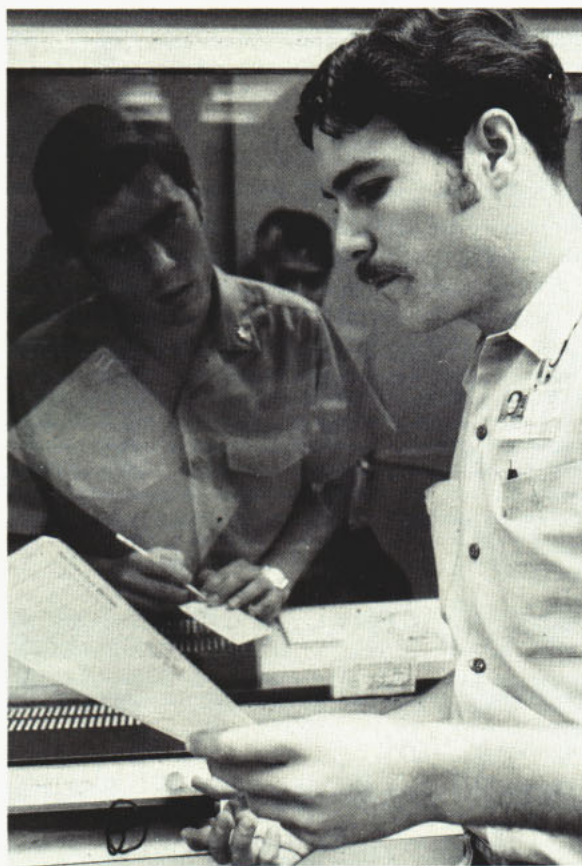
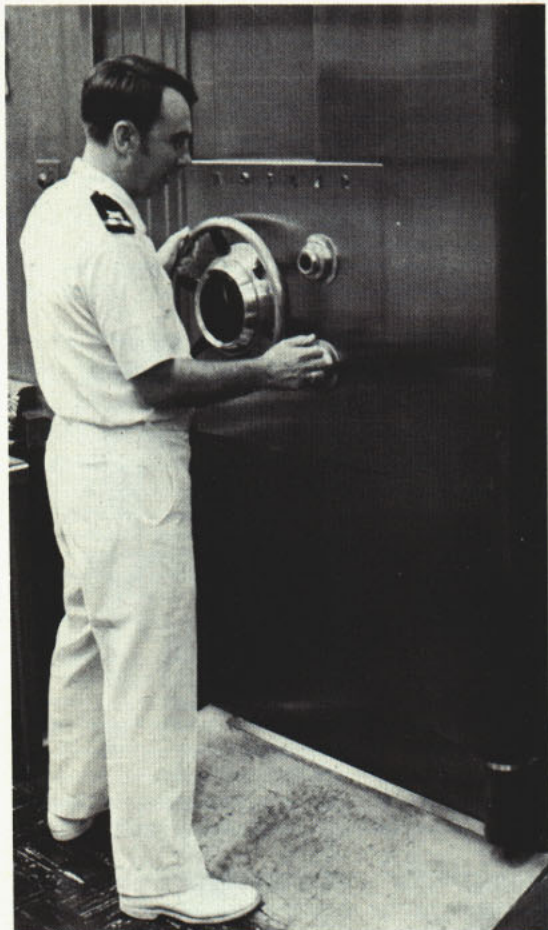
Another aim Ruffing has, after moving on into retirement, is to enter the hotel business.

It's one way of meeting a lot of people—and with his varied background in dealing with contractors, suppliers and customers, he should be a success.

—Story by JOC Milt Harris
—Photos by PH1 John R. Sheppard

Below: More than a million dollars is stored in a vault, ready for distribution to Navy and Marine Corps personnel on duty in the Western Pacific. Facing page left: Navy Chief Warrant Officer Richard C. Ruffing, disbursing officer at U. S. Naval Base Subic Bay, opens a safe where military payrolls are stored. Top right: Busy fingers key and compute military pay. Middle right: A civilian accountant at the Subic Bay disbursing office computes the pay of a serviceman assigned to duty in the Western Pacific. Bottom left: DKC Leopoldo A. Reyes checks allotment forms. Bottom right: DK3 Raymond W. Hunt helps a customer figure out his pay and allowances.





Questions and Answers

Questions From Officers

Q. *Is it better to call my detailer, or send a preference card, write an official letter, or write a personal letter to him?*

A. The answer is yes on all counts. The key is communications!

The preference card, however, is the most effective way to communicate provided it is current, accurately reflects your personal and professional status and shows realistic, attainable duty preferences. You may send one in whenever you want, but do it at least annually, and you can update it by a phone call or personal letter.

Finally, you should submit an official letter via your commanding officer when the circumstances dictate that your request be made a matter of record. This method also facilitates review by an informal panel (or board) of officers in the Bureau in those cases required by BuPers Manual.

Q. *I'm on a small ship and I can't complete my 1110 qualifications. What can I do?*

A. The surface warfare officer personnel qualifications standards were designed to enable officers in all surface ship types to qualify. If qualification proves impossible due, for instance, to the ship's deployment schedule, a split tour could be one answer. Your commanding officer may also find other ways to help you qualify which may have not been apparent to you earlier.

Q. *Is it better to stay at sea continuously through completion of the department head tour, or to come ashore between the division officer and department head tours?*

A. The majority of officers who have completed the initial three- to five-year sea tour by qualification as a surface warfare officer, and by selection to SWO School, Department Head Course, are being encouraged to seek a tour ashore for several reasons.





Among these are: It gives the young officer time to establish a family, get a respite from continuous sea duty, and broaden his professional base. Other officers go right to the department head tour from the division officer tour because the timing was right and that's the way they like it.

Your detailer is in the best position to "call it" for you, but let one thought be your guide: The significant tour in the grade of lieutenant for a surface warfare officer, in the eyes of past lieutenant commander and executive officer selection boards, has been the department head tour afloat. Which route will best prepare you for that tour is a decision you and your detailer should reach jointly.

Q. *If surface junior officer retention is a problem, what is being done about it?*

A. Yes, the retention of quality surface junior officers is a problem. Applying historic attrition (or retention) rates to current onboard counts (by year group) produces dire results when compared with projected commander and captain billet requirements. Unless surface JO retention improves, quality input to the 0-5 and 0-6 grades will not be there later.

Professionalism is the common denominator in programs such as SWOS junior course for all new accession officers, SWOS Department Head School for all lieutenant department head billets afloat, the department head split-tour program and competitive selection for the department head school. Although our officer strength level of 63,000 may currently be constrained by Congress, the ultimate goal is not merely *more* officers but also *better* qualified officers to serve the Navy of the future.

Q. *Is a fleet up or cross-deck from the weapons or operations department into the engineering department good for me and my career?*

A. Most certainly! A fleet up or cross-deck from one department into any other department always diversifies and mixes the professional background of a junior officer.

A fleet up or cross-deck into engineering is especially useful, since it provides invaluable experience and knowledge over a broader spectrum. It also allows you to learn the basics of sound engineering principles. This should stand you in good stead later in your career.

Q. *How can I get selected for the Surface Warfare Officer School department head course?*

A. BuPers Manual 6610340 gives the basic information. The requirement to be a designated surface warfare officer (111X) is currently held in abeyance. In addition, the applicant must hold the highest level of OOD underway qualification attainable at the command from which applying or, if currently serving ashore, his last sea assignment.

Q. *What is the difference between readjustment pay and severance pay?*

A. The basic difference is that readjustment pay is for Reserve officers and severance pay is for Regular

Two new ensigns at their graduation ceremony at the Naval Officer Training Center, Newport, R. I.

Questions and Answers

officers, both of whom are involuntarily released from active duty.

To be eligible for readjustment pay a Reserve officer must have completed five years' continuous active duty or have received an RAD(I) in his last set of orders. The Regular officer must be subject to involuntary release from active duty in accordance with BuPers Manual 3830280.

Q. What is "greemain"?

A. It is an agreement to remain on active duty (GREEMAIN) which is included in orders to all officers being assigned to fleet squadrons. The practice has been standard on educational orders and is now attached to Fleet Readiness Squadron (FRS) orders because, with the ever-tightening defense budget, it is necessary to gain the maximum benefit from our FRS investment. Competition for fleet seats is extremely high, and this makes it imperative that FRS quotas go only to career officers who plan to remain on active duty. The period of obligated service in squadron orders for lieutenant commander and junior officers will be for the normal tour length following completion of FRS training.

Q. What must an officer do to withdraw a resignation which has already been accepted?

A. Resignations which have been accepted and approved by the Secretary of the Navy may be requested to be withdrawn before separation in accordance with SecNav Instruction 1920.3H. The notification must be made by message to SecNav via the Chief of Naval Personnel in order to ensure prompt cancellation of separation orders and adjustment of other related actions such as reporting reliefs, manning requirements and billet availability. The process is *not* automatic, and in some cases where personnel actions have proceeded beyond the point of change, the resignation must stand and may not be withdrawn.

If the withdrawal request is approved, an officer may submit to the Chief of Naval Personnel a request that the resignation correspondence be removed from his or her official record.

Q. I see more and more information about the growing naval nuclear propulsion program. Is there a need for officers in this program and how does one apply?

A. No doubt about it, both the submarine and surface nuclear fleets are expanding. Officers are needed in both. Officer candidates at the Academy and in the NROTC need only contact their company officers or class advisors. Civilian applicants may apply for the NUPOC or NUPOC (C) programs through their local recruiting districts. Officers in the fleet may apply for lateral transfer in accordance with BuPers Manual 6610300.

Q. What is the prescribed tour of duty outside the continental United States, and how can I obtain an extension beyond the maximum?

A. Standard tours of shore duty outside CONUS are listed in BuPers Instruction 1300.26 and vary from 12 to 48 months, depending upon location and accompanied status. Requests for extensions may be granted by the Chief of Naval Personnel for a maximum of one year, but the total overseas tour shall not normally exceed 48 months. Requests for extensions over 48 months will not be considered unless favorably endorsed by an appropriate flag or general officer in the field.

Q. Why do LDOs and WOs no longer have an opportunity to earn a baccalaureate degree through ADCOP, CAMSI or NPGS?

A. Due to the expressed desire of Congress to reduce military-sponsored education programs, and the lack of need for higher formal education by LDOs and WOs in achieving effective performance, these programs have been canceled. However, LDOs and WOs are eligible for the College Degree Completion Program which allows a limited number to complete a BS or BA degree in 24 months or less of full-time study at a civilian institution.

Q. As an aviation Reserve officer, may I expect automatic release from active duty at the end of my obligated service?

A. Not necessarily. If you received orders after 1 Jul 1971 you may be serving on an indefinite extension on active duty (RAD I). In this case, it is your responsibility to request release from active duty in accordance with guidelines in BuPers Manual 3820130.

Q. If an officer has a weak academic background and desires to improve his opportunity for selection to postgraduate school, what steps should he take?

A. Demonstrated capability on the graduate level in the educational area that an officer desires selection will always enhance his selection potential. This can be accomplished through off-duty study, on campus, or with correspondence courses. Whatever the method, you must ensure that a record of the course completion is sent to BuPers for your service record, and to the Naval Postgraduate School in Monterey, Calif. Only in this way will the postgraduate selection board be aware of your continuing efforts to advance your education. Remember, also, that excellent professional performance is the primary requisite for selection for postgraduate education.

Q. Is duty with a joint staff a prerequisite for promotion to any officer grades? If so, which grades and what type duty would qualify?

A. The prerequisite to which you refer applies only to promotion to flag rank. DoD Directive 1320.5 promulgates the requirement for completion of a tour of duty on a joint, combined, allied or OSD staff before selection for flag rank for all officers, except those of the line restricted in the performance of duty. BuPers Manual 1860300 sets forth Navy policy regarding this duty, makes provisions for waivers in certain instances, and outlines broad qualifying categories.

Q. What is a TAR?

A. The acronym TAR is drawn from the words Training and Administration of the Reserve.

A TAR officer is a Naval Reservist serving on active duty for the purpose of managing the Reserve component of the Navy. Assignments include operational tours and assignments performing duties in training, organizing, coordinating, instructing and administering inactive duty Reservists attached to Naval Reserve activities/units, aviation squadrons and ships.

Officers must be selected for the TAR Program. Upon selection, the individual's designator is changed to XXX7 and an indefinite release from active duty (RAD) status is assigned.

Q. What are the qualifications for assignment as an NROTC instructor?

A. The basic requirements are performance, excellent academic grades and recent sea experience.

- Performance—Fitness reports of nominees are screened closely, not only for performance of primary and collateral duties, but also for those leadership traits necessary to motivate and guide midshipmen. Actual

A pilot discusses weather factors with squadron members.



academic teaching is only one facet of the NROTC instructor's job. He must also counsel from 15 to 80 midshipmen, act as an advisor for unit and school activities, perform collateral staff administrative duties and, most importantly, he must be able to sell the Navy as a desirable and rewarding career.

- Academics—Undergraduate grades are inspected very closely by the universities since NROTC instructors enjoy faculty status at most schools. There are no hard-and-fast criteria applied, but most universities require a "B" overall average. Performance in the major field of study and the university you attended are also considered. An increasing number of universities are requiring a master's degree for acceptance.

Q. How do I advise BuPers I have attained additional education and/or foreign language proficiency?

A. By sending a brief letter and transcript to the Chief of Naval Personnel (Pers-3613) with a copy of the correspondence to your detailer. Further information can be obtained in NavPers 15939B and BuPers Instruction 1520.83 series.

Q. As a collateral duty public affairs officer, I would like to know what courses are available to give me basic training in Navy public affairs policy and procedures.

A. The Defense Information School, Ft. Benjamin Harrison, Ind., conducts several classes each year for junior officers requiring basic training in public affairs. The courses, which are approximately eight weeks in length, are the Information Officer Course (IOC) and the Broadcast Officer Course (BOC). They are open to any junior officer who is currently in, or will be ordered to, a billet requiring public affairs or broadcasting knowledge. Officers currently serving in collateral duty or full-time PAO billets may request quotas through their commanding officers from BuPers (Pers-448).

In addition, fleet and type commands periodically conduct short courses or seminars at locations near fleet units on each coast of CONUS and overseas. Other units have programs which ensure that the PAOs of deployed ships are briefed before or during deployments overseas. Officers in public affairs billets are encouraged to request information concerning these presentations from the senior staff public affairs office in their activity's chain of command.

Q. What kind of education is required to become a naval officer specialist in oceanography?

A. A baccalaureate degree is required in oceanography or physical science with 30 semester hours of oceanography or closely related courses such as meteorology, thermodynamics, and fluid dynamics. Preparation should include differential and integral calculus, one year of college physics, and one year of college chemistry. Above-average grades are required both in mathematics and the physical sciences. Marine biology normally is not considered satisfactory preparation.

Q. How do I transfer from the unrestricted line to the restricted line intelligence specialist community, 1630 designator? I am an 1100 lieutenant (jg) aboard a carrier.

Questions and Answers

A. You must submit your request for designator change to BuPers in accordance with BuPers Manual 1020150. The change of designator selection board currently meets quarterly, but officers are normally permitted to submit only a single application within a 12-month period.

Far more applications for entrance into the intelligence community are now being received than can be accommodated. The competition is therefore extremely keen. Only officers with superb performance records in their warfare specialty and, normally, previous intelligence experience as an unrestricted line officer, can expect to be selected.

Q. What procedure is required for an officer to be transferred from the line to a staff corps?

A. You must submit a letter of application to BuPers. A selection board is convened, usually quarterly. Details on eligibility requirements and application process are in BuPers Manual 1020160 and 1430120.

Questions from Enlisted Personnel

Q. I have completed two years of a four-year enlistment. Can I be released from active duty to pursue theological studies in order to become a Navy chaplain?

A. You must fulfill your obligation. You may, however, request a college early out and be considered for release up to 90 days before completion of your enlistment.

Q. I'm a petty officer 1st class interested in achieving warrant officer status and assignment to a Navy legal service office. Is there a program which will meet my needs?

A. The 2590 Legal Administrative Assistant should be your best bet. Duties are described in the Manual of Navy Officers Classifications, NavPers 15839B.

Current plans call for the establishment of 12 billets requiring a 2590 designator, including billets at Naval Legal Service Offices at Norfolk, San Diego, Jacksonville, and Charleston, and at the Navy Appellate Review Activity in Washington, D. C. An additional seven billets have been tentatively identified in San Francisco, Philadelphia, Great Lakes, Seattle, Washington, D. C., Newport and Subic Bay.

The tour lengths for these billets will conform to DoD and Navy policy in effect at the time, which appears to be a three-year shore tour followed by a sea tour. The sea tour is being programmed in order to permit these WOs to be competitive with others coming up for promotion. Subsequent to a sea tour, it is envisioned that 2590 WOs would be retoured to a Naval Legal Service Office.





Q. Recently, an enlisted man had a telephone conversation with his detailer concerning his rating. May he consider it an official communication?

A. Many important actions are accomplished by telephone. However, it is unfortunate that misunderstandings sometimes arise during telephone conversations between personnel in the fleet and those in BuPers. Because of this, telephone conversations between detailers for enlisted ratings and their constituents are not considered to be official communications.

Q. I am an FTG2 and my sea tour is 60 months. Five years is a long time to spend on the same ship; what provisions are there for splitting my tour?

A. The Enlisted Transfer Manual, article 3.06, states: "To avoid the erosion of motivation which sometimes results from long periods of service in the same activity, opportunity for reassignment will be provided as follows: For tours (sea or shore) 48 months or longer, members may request reassignment to be effected at any time after they have served 24 months at the same activity, provided they have at least 24 months remaining on their current sea/shore tour. Favorable consideration will depend upon personnel requirements and travel costs involved."

The requirements to be met before transferring an individual before his PRD, include available billet, available relief, and reasonable travel cost.

Your detailer reviews each of these requirements before recommending action on your request for a split tour. If any one of these requirements cannot be met your request will probably be disapproved.

You may also transfer through a self-negotiated, or Chief of Naval Personnel-negotiated, exchange of duty. The requirements to be met for "swaps" are listed in Chapter 16 of the Transfer Manual.

Q. Do enlisted women in the Navy have the same sea/shore rotation as male counterparts?

A. Generally, yes; however, public law precludes the assignment of women to ships, except hospital ships and transports, as well as to aircraft on combat missions. From a rotational standpoint, women are and will continue to be detailed as their male counterparts with the exception that women will serve their sea tours at activities categorized as type three (overseas duty).

Q. In the last few months I have heard a lot about the "Fleet Readiness Improvement Program." I am a PN2 currently assigned to shore duty and as a result of a billet deletion, my command received a letter indicating that I was in excess of allowance. Since I still have 18 months left on my shore tour, will I be transferred to another shore station or transferred back to sea under this new program?

A. Personnel on shore duty who are nominated for transfer as a result of being in excess of allowance will normally be assigned to another shore duty station for the completion of their shore tour. However, the shore tour lengths for certain ratings have been adjusted as a result of the Fleet Readiness Improvement Program.

Sound-powered phone talker on the bridge of USS Miller (FF 1091).

Questions and Answers

Personnel may obtain complete details from their command's personnel office.

Q. *I am a PNC, personnel officer supervisor, and would like to find out what the current processing time is for separation, reenlistment and extension requests.*

A. Requests forwarded to BuPers via the chain of command normally are processed within three to five weeks after receipt. There are some exceptions—for instance, application for conscientious objector status normally requires about three months' processing time.

Q. *I am currently serving in a CREO Group A rating and want to change ratings. Should I submit a request for lateral or SCORE conversion?*

A. Members are always encouraged to submit requests for reenlistment incentives. However, rating manning is a major factor in determining conversion approvals. To authorize a conversion from a critically undermanned rating would only make that rating manning more critical. Therefore, in the best interest of the member and the needs of the Navy, such a request would normally be disapproved. Members serving in critically undermanned ratings should investigate other possible reenlistment incentives such as GUARD II, STAR, etc.

Q. *I have what I consider to be a serious personal problem. I feel I have tried to bring it up to the proper people in my command, but nobody will really talk to me about it. Whom can I contact?*

A. Navy personnel have a wide variety of avenues to pursue when seeking advice or help with problems. The first and most obvious is the chain of command. Supplementing this are command career counselors, enlisted advisors, chaplains, and the Master Chiefs of the Force, Fleet and Navy.

Should these avenues produce unsatisfactory or incomplete results, Navy personnel may write or call a member of the Navy Ombudsman Team at the Bureau of Naval Personnel, Attention Pers-5h5, Washington, D. C. 20370. Telephone commercial 202-694-3893, or autovon 224-3839. Team members are trained to answer your questions and advise you, or to refer you to the appropriate office for assistance.

Q. *I have just received my letter of acceptance for conversion through the SCORE Program, with a provision that I attend class "A" school. When may I anticipate receiving my assignment to school?*

A. As with all fleet assignments, the actual class convening date is based on quota availability in the particular school. If you are stationed outside the continental U. S., you will probably be assigned to "A" school coincident with your projected rotation date. Remember, you are not considered to have relinquished your current rate or billet responsibilities until you are officially redesignated in your new rating.

Q. *Is there any way to regain an Acey-Deucey club once it has been taken away? We had one that came consistently out in the black—one of the few on the West coast, we were told. In fact, we had accumulated a sizable fund and hoped for future remodeling or expansion. Then, at our monthly advisory board meeting, we were told we no longer existed as a PO club. We had been consolidated with the EM club into an Enlisted Mess (Open). What we had accumulated in our club account was absorbed into the indebted account of the EM club. Our club station wagon was also taken.*

We later found out what happened. Our recreational services officer decided, since the EM club (which is about three times the size of the PO club) couldn't make it on its own, to request authorization from the Bureau for consolidation. The request was approved. What can we expect in the future?

A landing signalman gives the thumbs-up signal to a helicopter pilot on the fantail of a destroyer.



A. Separate Petty Officers' Messes (Open) for personnel in pay grades E-4 to E-6 and Enlisted Messes (Open) for those in pay grades E-1 to E-4 are in operation at naval installations when there are sufficient patrons to enable two separate messes to operate profitably. At other installations the number of patrons cannot support two separate messes and they are consolidated into an Enlisted Mess (Open) serving personnel in pay grades E-1 through E-6 and, in some instances, E-8s and E-9s too.

The goal of consolidation is to provide the maximum service possible through better use of existing facilities and experienced personnel. Consolidation results in a single fiscal entity that accomplishes all purchasing, accounting, receiving and personnel administration which eliminates duplication of those functions in two separate messes.

Q. In what year did the Navy stop sending recruits directly to active duty on a ship and start sending them to training ships and then to boot camp?

A. There is no precise cutoff date, but after 1826, the Navy stationed receiving ships in major ports where men reported before going onboard their assigned duty ship. The time a man remained in the receiving ship varied, but instruction was given while he was awaiting transfer.

A training station was founded ashore at Newport, R. I., in 1881 and another at Mare Island, Calif., in 1896. Training squadrons afloat were disbanded in 1905. This led to greater concentration of training ashore.

Do you have any more questions? Send them to ALL HANDS, at the address listed on page 64.

Under the blistering tropical sun, men of Air Wing 14 hurry about their job during the launching of aircraft. Air Wing 14 is embarked aboard USS Enterprise (CVAN-65).



TAFFRAIL TALK

Guam buried a time capsule. Ships and stations held commemorative cake-cutting ceremonies. Parades and reviews were held all over the world—all marking the Navy's 200th Birthday.

Just a few days before the birthday, 12 tired but happy hospital corpsmen and one apprentice dentalman from Camp Lejeune, N. C., jogged into the nation's capital and headed for the Bureau of Medicine and Surgery. There, they delivered their own birthday greeting to BuMed.

The 13 were veterans of a two-day marathon covering the 300-plus miles from Lejeune to Washington, D. C.

Along the way—before they even got out of North Carolina on 3 October—the corpsmen came across a stranded woman motorist. Gentlemen to the core, they stopped and repaired the car's broken fan belt and saw the woman and her two sons on their way—well, almost. The car only got a mile down the road when it burst into flames (seems it also had a gas leak). The Navy runners sprinted to the car, rescued the occupants and then extinguished the flames. Luckily there were no injuries and, therefore, no need for their professional skills.

The next time they gave "aid"—along North Carolina's Highway 13—was to a young member of the opposite sex, struggling to cut the grass in front of her home. The young woman took the rest of the day off; two members of the marathon team set about cutting the grass for her. Would you believe they were on their rest period?

Two stops were made along the way by the runners from Lejeune's 2nd Dental Company and the Naval Regional Medical Center there. They delivered plaques and greetings to the Regional Medical Center at Portsmouth, Va., and to the Naval Weapons Center at Yorktown.

It seems more runners wanted to enter the marathon but only 13 were able to meet the physical qualifications. Far from considering the number 13 as unlucky, the Lejeune hospital corpsmen and their lone dental assistant looked at it as apropos. Wasn't 13 the number of the original colonies?

★ ★ ★

According to a report from London, a change in naval uniform design does away with the traditional "bell-bottom" trousers and black "silk kerchief" of British sailors.

The new uniform will include creased trousers that flare from the knee. No mention was made as to whether or not a necktie will replace the black kerchief, which was mistakenly believed by some historians to have been adapted by early 19th century British sailors as a mourning symbol for Lord Nelson. Actually, it goes back to the days of early navies when it was a custom of all seagoing men to wear their hair in a braided pigtail. Since the grease would come off on their collars the men wore bandanas of all sorts, hues and colors, including black.

The change in the British navy uniform quickly follows the style change of the U. S. Navy, which switched from traditional blues to coat and tie last July.

The All Hands Staff

ALL HANDS The Magazine of the U. S. Navy, published for the information and interest of all members of the naval service, is issued monthly by the Navy Internal Relations Activity, Office of the Chief of Information, Room 2E329, Pentagon, Washington, D. C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

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PERSONAL COPIES: The magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The rate for ALL HANDS is \$1.65 per copy; subscription price is \$19.00 a year, domestic (including FPO and APO address for overseas mail); \$23.75 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office at the above address. Subscriptions are accepted for one, two or three years.

Right: The nuclear powered aircraft carrier Dwight D. Eisenhower (CVN 69) moves away from the drydock following her launching at Newport News, Va. Photo by PH 2 Dennis G. Keske, USN.





IN CELEBRATION OF
OUR NATION'S
BICENTENNIAL...
NAVY SHIPS FLY THE
ORIGINAL NAVY JACK